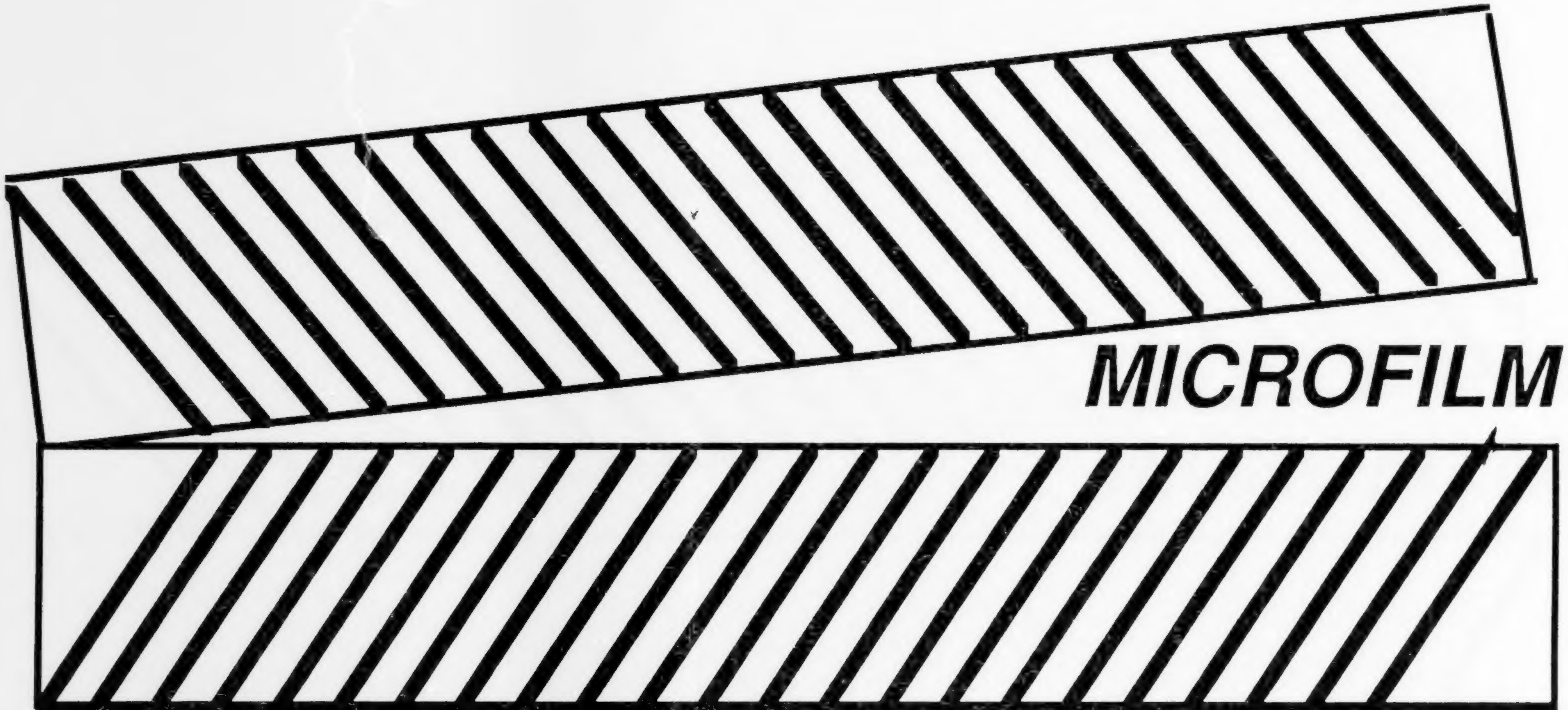


MICROFILM

START OF ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 218

CONTRACT NUMBER : 9121

1980

1980 Molalla Ave. @ Clairmont 9121
Way (Oregon City) Sec. on
Cascade Hwy. S. (Traffic sig.)

C4A 6605 1-18-79

#9121

L.

December 19, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9121

Gentlemen:

On December 9, 1980, we wrote to you concerning release of final payment on Contract No. 9121 awarded to Hertz Electric, Inc., for traffic signal installation on the Molalla Avenue at Clairmont Way (Oregon City) Section of the Cascade Highway South in Clackamas County.

Final payment on this contract is $1,666.42 and the total contract amount is $33,328.40. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
E. L. Hardt

#7121 12-10-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980 R. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

9121

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Molalla Ave at Clairmont Way.

WEEK ENDING: Sept. 13, 1980

SECTION PREFIX: 003-8286

HIGHWAY: Cascade South

COUNTY: Clackamas

NAME OF JOB: Molalla Ave. @ Clairmont Way.

KIND OF WORK: Traffic Signals

CONTRACTOR: Hertz Electric, Inc.

CONTRACT NUMBER: 9121

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 2, 1980

DATE WORK STARTED: July 28, 1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 90

WORK DAYS USED

CALENDAR DAYS USED 83

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 92

PROJECT AUTHORIZATION $ 54,368.04

EXCLUSIVE OF ENGINEERING $ 49,619.74

ENGINEERING AUTHORIZATION $ 4,748.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 49,619.74

ENGINEERING COST TO DATE $ 2,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT OVERRUN / UNDERRUN ____ %

PERCENT OF AUTHORIZATION 57 %

DATE PROJECT WAS COMPLETED: Sept. 3, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Rain	0		
SATURDAY		0		

KW

RECEIVED
SEP 15 1980
CONSTRUCTION BRANCH
Richards
Berg
Jones
Walker
Schauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

Office work on Semi Final

SIGNED Wayne Schult for LOCATION Portland
W.E. Hoffman Res Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9121

May 1, 1980

DES 6

Bedford Associates
16148 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Attn: Rita Rothchild
Property Manager

Gentlemen:

On May 1, 1980 a satisfactory bid was received from Hertz Electric, Inc., P.O. Box 577, Albany, Oregon 97321 for traffic signal installation on Molalla Avenue at Clairmont Way (Oregon City) Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$33,912.00
Permanent Pavement Striping	$ 1,000.00
State Furnished Signal Equipment	12,571.00
4 1/2% Contingencies	2,136.74
10% Engineering	4,748.30
ESTIMATED TOTAL COST	$54,368.04

Corporation's Advance Deposit: say $54,300.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 23, 1980.

The attached sheet defines the two options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FFH:pf

bcc w/AD # 764: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 764 when check is received.

5-27-80
Dave Long Says Bedford San Francisco office was asked to approve check 2 weeks ago. Dave will call them tomorrow re: status.
✓

5-28-80
Nita says to Jon Rose Letter of Credit mailed 5-27-80 to Jon.
✓

6-2-80
Rec'd Letter of Credit

9121

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

March 25, 1980

O. B. Crawford
13531 South Clairmont Way, #5
Oregon City, OR 97045

The Highway Division tells me that a response to your questions involving a traffic signal at Molalla Avenue and Clairmont Way was mailed to you several days ago, in answer to a letter you had directed to Mr. L. E. George.

I trust Mr. George's answer was satisfactory.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Highway

3/28
vy George

March 19, 1980

TRA 7-5

Mr. O. D. Crawford
13531 South Clairmont Way, #5
Oregon City, OR 97045

Dear Mr. Crawford:

Bids will be opened for the traffic signal installation at the intersection of Molalla Avenue and Clairmont Way at our April 24, 1980 bid opening. The formal contract is awarded about one week later or May 1.

The project will specify a 90-day completion time. The signal should be ready to activate the first of August assuming no unanticipated events occur.

Sincerely,

L. E. George
Traffic Engineer

LEG:ds

bc: E. L. Hardt

Highway 0

Dear Governor Atiyeh::

Since your taking over the "Big Job" I have followed your administration quite closely and can honestly say that ~~it~~ ~~ecy-~~ overall meets with our expectations. However , recently , an endorsement by you of the proposed Snake River Road does not seem very proper at this time when the Hy. Dept. is squalling so loudly about lack of funds and even want to spring an extra tax on gas for more $$$$. This is not the time for a new road in an area that should be kept PRIMITIVE in the first place, a remote Area, and in fact this road should never be built in the forseeable future. It is especially galling when you consider the fact that for two years, we here h- have bee trying to get a traffic light for this very dangerous intersection of "Molallla Ave and Clairmont Way". This is just opposite the new shopping center installed here two years ago and the traffic is really something to buck , for those who wish to enter Molalla Ave. Your Hy Dept evidently realises this, since when I first wrote them in Dec 1978 about a light here they gave no argumant , but did tell me that while they could not accept an offer from the Albertsson Food Store to pay for, and install, such a light, that the highway dept could have same installed by July first. After a couple more letters were exchanged, a Mr. George then told me that the City of Oregon City had not legally had all cleard for this light and that it would be held up until legal clearance was obtained. O.K. So over six months ago the City Engineer told me that everything had now been cleared up and thet the State now had the "ball" and that the installation was up to them. Today there still has not been one thing done about this light. We can only assume that the Hy. Dept is just waiting for a deadly accident to happen. So far we have been very lucky, since only a few "fender benders" have occured.

As Pres. of the local branch of O.S.T.A. I would like to be able to give my people here an answer from our Governor as to what we can expect in hopefully, the near future.

Thank you

Oliver D. Crawford

Oliver D Crawford

Info
Inves
R/D
Dep
Sign
Act
File
REFER TO
MAR 19 '80
C496

RECEIVED
[illegible] 1980
Gov[illegible]

Mr. [illegible] O.D. Crawford
[illegible] S. Clairmont Way,
Oregon City, OR 970[illegible]

Please ensure a response
[illegible] Governor's signature
by 3-27-80
Thank you.

[illegible]
ORIGINAL LETTER

Info
Invest
R/D
D/R
Sign
Act
File
FCR
REFER TO
MAR 19 '80
RECEIVED
EXT DIRECTOR

RECEIVED
[illegible]
TRAFFIC ENGINEERING

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3 /20/ 80
Donald L Rout

April 24, 1980 Bid Letting __________ All Clear Deadline

SECTION Molalla Ave. @ Clairmont Way
Highway Cascade South
County Clackamas Region I
Type of Work Signal Funds Others
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter		✓			✓	Categ Excl

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	✓					
D.O.G.M.I.	✓					
Corps of Engineers	✓					
Coast Guard	✓					
Co. Conditional Use	✓					
NPS Air Pollution	✓					
NPS Water Pollution	✓					

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☒					
Cultural Salvage	☒					

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	✓					

March 7, 1980

AGR

Bedford Associates
16148 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Attn: Rita Rothchild
Property Manager

Gentlemen:

In accordance with Agreement No. 6605, attached, herewith, a copy of the Preliminary Plans for your review, comment and approval. Also attached is a copy of the estimated cost. This estimate is confidential and for your information only.

The project is scheduled to go to bid on June 26, 1980. To incorporate any comments or changes you might have, the information should be in this office no later than May 15, 1980.

If no comments are received by May 15, 1980, we will assume that the plans and estimate are satisfactory and will proceed toward contract.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

PFH:pf
Attachments

cc: Jon Rose, Metro

3-31-80
Plans Sent
Ned Pike
415-283-8262
Developer.

Notified Trout.
Pulled from Area!
Schedule.
H

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date - 3/3/80

Project: Molalla Ave. at Clairmont Way

Highway: Cascade Hwy. South

County : Clackamas

Prefix : 3-8250

Scheduled for Letting:

Type of Project : Others

Completion Time : 90 Calendar Days

BID SCHEDULE

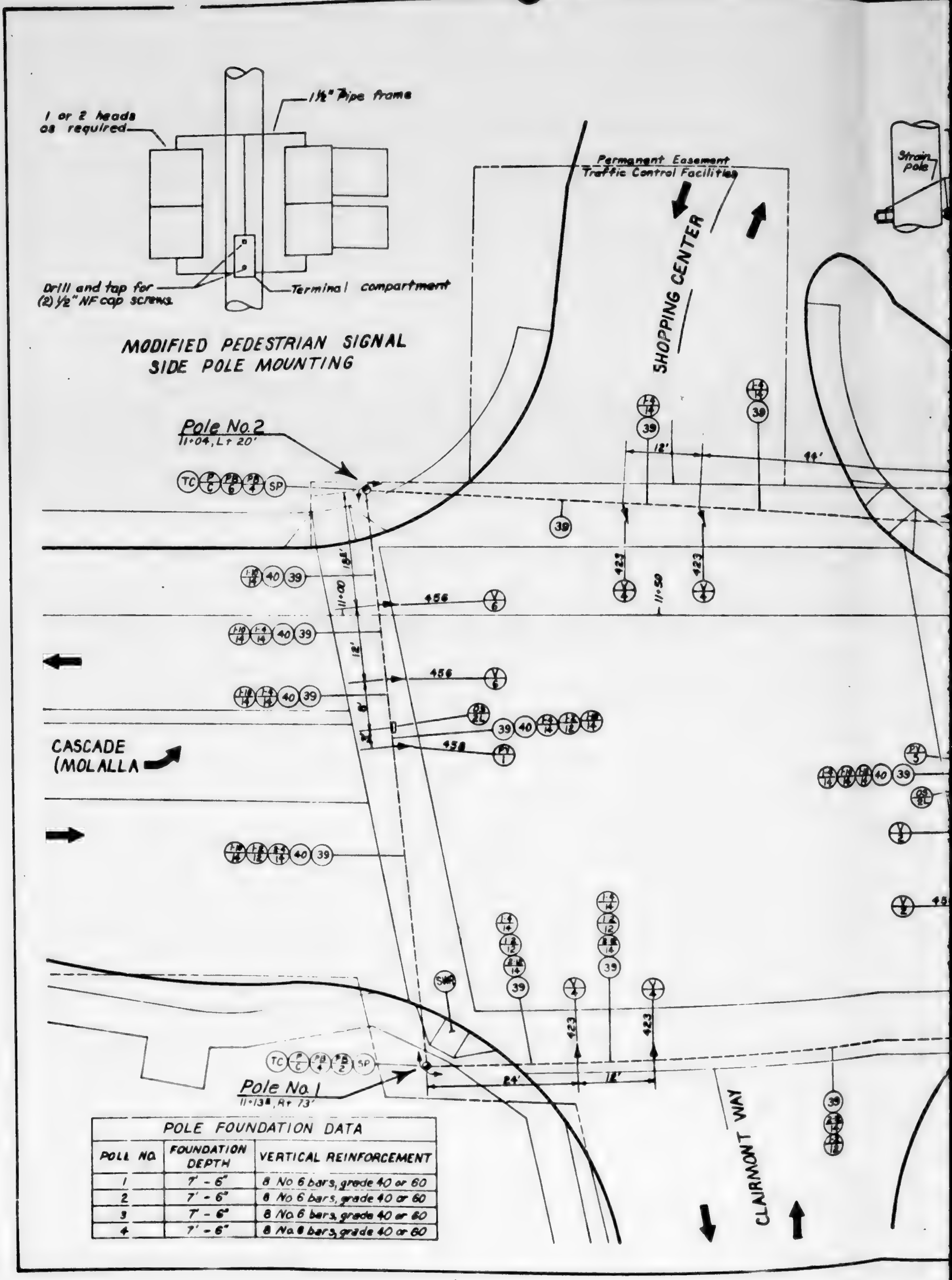
Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic for ______	All Specified Lump Sum		$ 3,000
2.	Temporary Signs for ______	____ sq. ft.	$____	$____
3.	Flagmen for ______	____ hr.	$____	$____
4.	Traffic Signal Installation, Complete for ______	All Specified Lump Sum		$ 38,211
		Estimated Contract Cost		$ 41,211

ANTICIPATED ADDITIONAL ITEMS

Striping	$ 1,000	
Signing	$	
State-furnished material & testing	$ 12,571	
	$	$ 13,571
	Engineering and Contingencies	$ 7,943
	ESTIMATED PROJECT COST	$ 62,725

COMMENTS: State to furnish 5 Ø controller (complete) and 4 steel strain poles

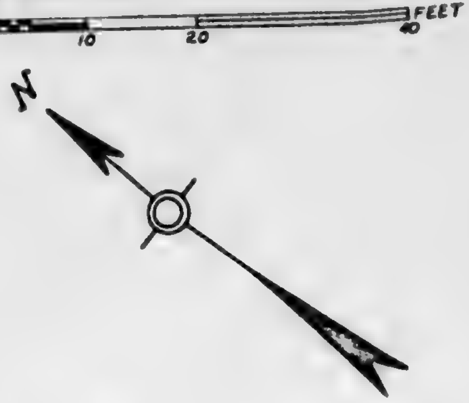
R/W has been cleared (3)

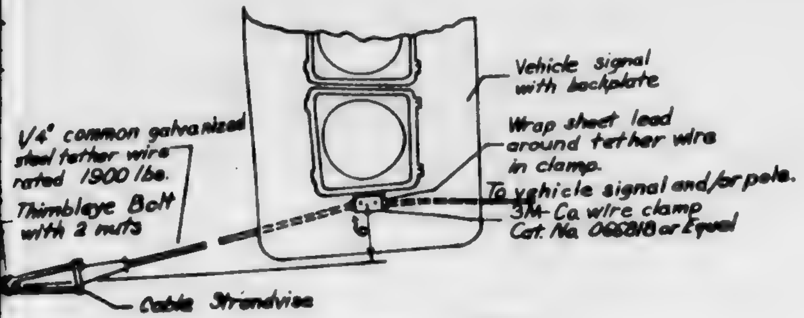

1 or 2 heads as required
1½" Pipe frame
Drill and tap for (2) ½" NF cap screws
Terminal compartment
MODIFIED PEDESTRIAN SIGNAL SIDE POLE MOUNTING
Permanent Easement Traffic Control Facilities
SHOPPING CENTER
Strain pole
Pole No.2
11+04, Lt 20'
TC
SP
39
40
456
458
423
12'
44'
18½'
11+00
11+50
CASCADE (MOLALLA
SWR
Pole No.1
11+13½, Rt 73'
24'
12'
CLAIRMONT WAY

POLE FOUNDATION DATA

POLL NO.	FOUNDATION DEPTH	VERTICAL REINFORCEMENT
1	7' - 6"	8 No 6 bars, grade 40 or 60
2	7' - 6"	8 No 6 bars, grade 40 or 60
3	7' - 6"	8 No. 6 bars, grade 40 or 60
4	7' - 6"	8 No. 6 bars, grade 40 or 60

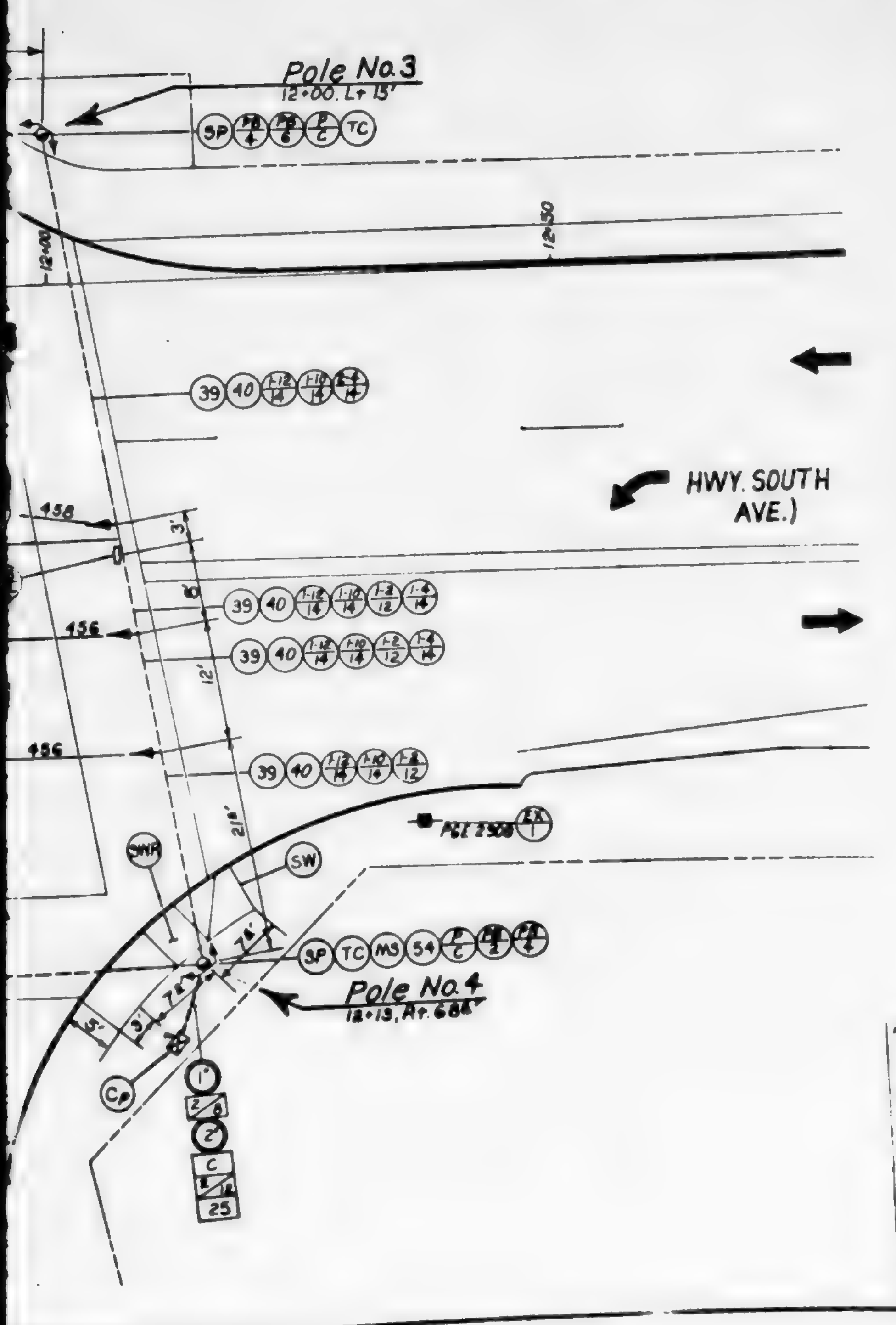
SIGNAL PLAN
CASCADE HWY. SOUTH AT CLAIRMONT WAY


SCALE
0
10
20
40
FEET
N


Vehicle signal with backplate
1/4" common galvanized steel tether wire rated 1900 lbs.
Wrap sheet lead around tether wire in clamp.
Thimbleye Bolt with 2 nuts
To vehicle signal and/or pole.
3M-Co. wire clamp Cat. No. 0G5818 or Equal
Cable Strandvise

TETHER WIRE DETAIL

PRELIMINARY COPY
SUBJECT TO CHANGE
MAR 0 .. 1980


Pole No. 3
12+00, Lt 15'
SP
TC
12+00
12+50
39
40
HWY. SOUTH AVE.)
456
3'
8'
12'
21.8'
POLE 2508
EX 1
SWR
SW
SP
TC
MS
54
Pole No. 4
12+13, Rt. 68.5'
5'
3'
7.8'
7.6'
Cp
1"
2"
C
25

L E G E N D

EX/1	Existing power pole (power source)
S	Install (S) inch electrical conduit
N	Install (N) No. 14 type THWN wires
N/G	Install (N) No. (G) type TW wires
C	Install one No. 10 type THWN wire
X-N/G	Install (X) - (N) wire No. (G) control cables
39	Install 3/8" galvanized messenger cable
40	Install 1/4" stranded galvanized steel tether wire
54	Install service cabinet with 40 amp SPST breaker
MS	Install 120 volt meter base
SP	Install metal strain pole
TC	Install terminal cabinet
Cp	Install five-phase, fully-actuated controller in type "P" cabinet
SW	Construct PCC sidewalk with a minimum 4" thickness
SWR	Construct sidewalk ramp (See Drawing No. 2077)
P/T	Install type (T) modified pedestrain signal
PB/ph	Install phase (Ph) pedestrian pushbutton with instruction sign
V/ph	Install phase (Ph) vehicle signal
PV/ph	Install phase (Ph) programmed vehicle signal
OS/2L	Install interior-illuminated "LEFT TURN SIGNAL" sign

N = Number shown
X = Number of cables shown
ph = Phase shown
488 = 12" R, 8" Y, 8" G
456 = 12" R, 12" Y, 12" GLTA

G = AWG size shown
T = Type shown
S = Size shown
456 = 12" R, 12" Y, 12" G

OREGON STATE HIGHWAY DIVISION

APPROVED

2/29/80

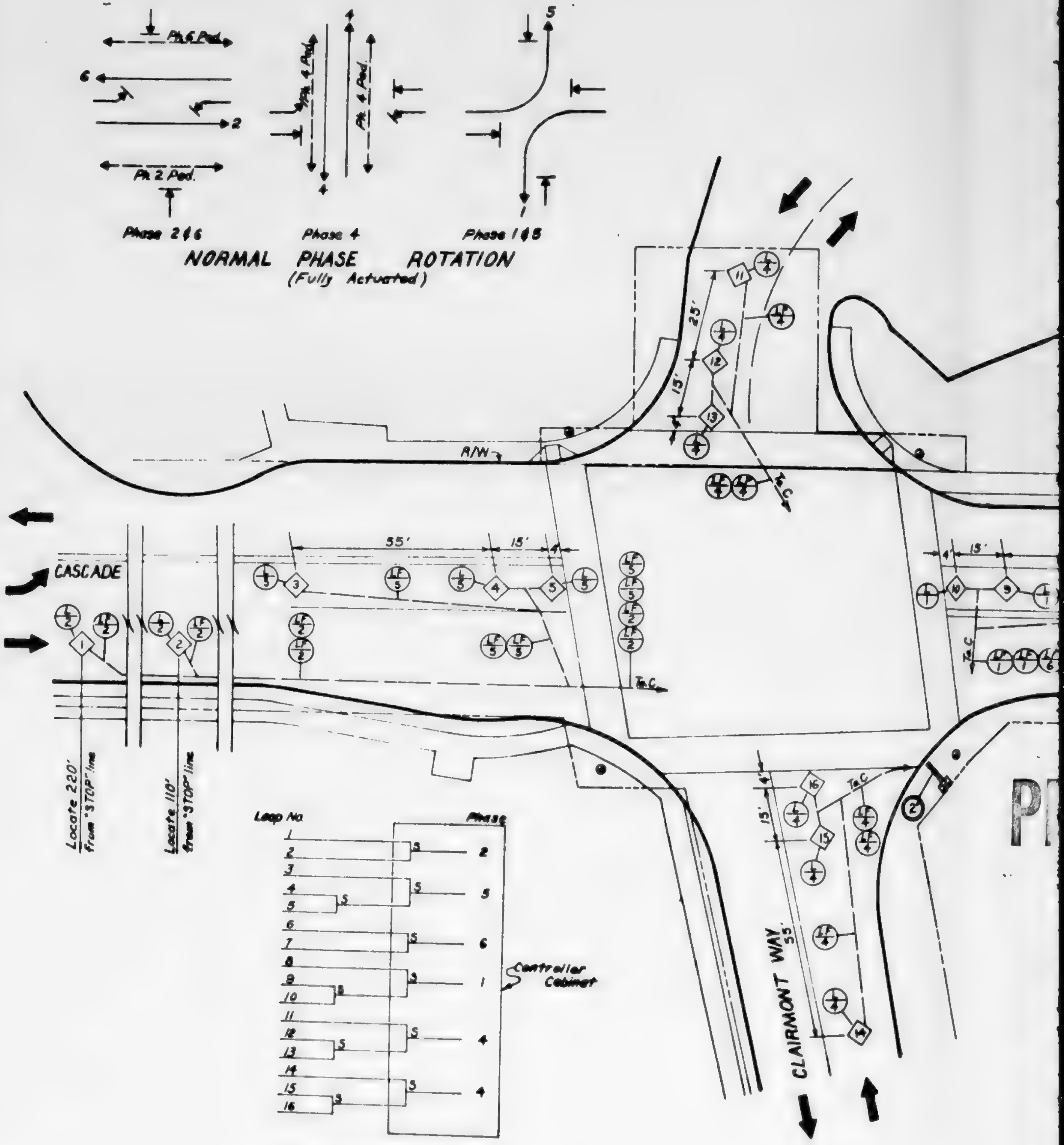
DATE

DESIGNED BY VB
CHECKED BY

TRAFFIC SIGNAL INSTALLATION
MOLALLA AVE. AT CLAIRMONT WAY (OREGON CITY) SECTION
CASCADE HIGHWAY SOUTH
CLACKAMAS COUNTY

DATE April 1980

TE DWG NO. 4755


Ph 6 Ped.
6
2
Ph 2 Ped.
Phase 2 & 6
4
Ph 4 Ped.
Ph 4 Ped.
4
Phase 4
5
1
Phase 1 & 5
NORMAL PHASE ROTATION
(Fully Actuated)
CASCADE
R/W
55'
15'
4'
25'
15'
To C.
Locate 220' from "STOP" line
Locate 110' from "STOP" line
15'
4'
55'
CLAIRMONT WAY
4'
15'
Loop No.
Phase
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
S
2
5
6
1
4
4
Controller Cabinet

Amplifiers required = 6 (Total)
S = Series connection
See T.E.S. Dwg No. 1471 for loop wiring details

LOOP DETECTOR WIRING DIAGRAM

Note:

All detector loops to be centered in traffic lanes, unless otherwise noted.

DETECTOR PLAN
CASCADE HWY. SOUTH AT CLAIRMONT WAY

SCALE
0
20
40
80
FEET
N

L E G E N D

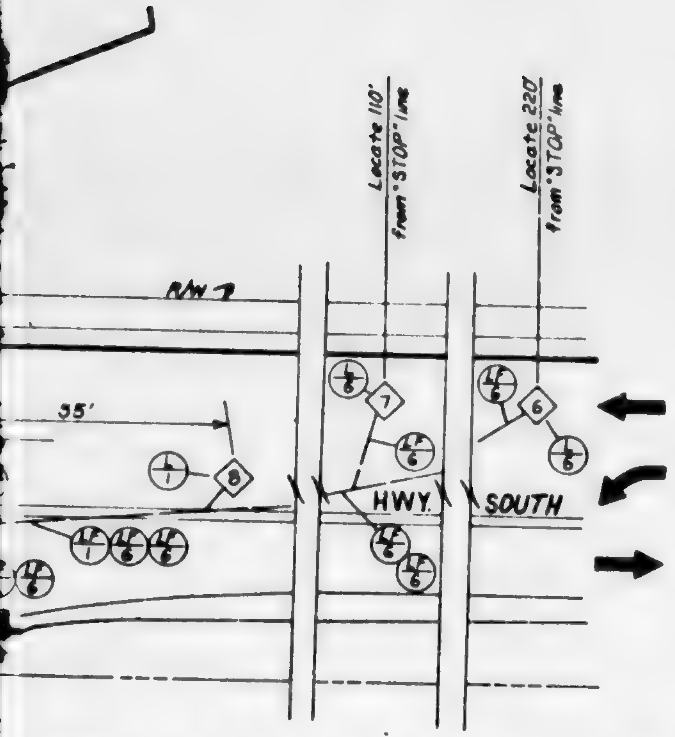
Ⓢ Install (S") inch electrical conduit

Install phase (Ph) vehicle detector loop

Install phase (Ph) loop feeder cable

8 = Size shown

Ph = Phase shown


Locate 110' from "STOP" line
Locate 220' from "STOP" line
R/W
35'
HWY.
SOUTH
8
7
6
1
LF 6

RELIMINARY COPY
SUBJECT TO CHANGE
AR 0 3 1980

APPROVED
L. F. George
TRAFFIC ENGINEER
2/21/80
DATE

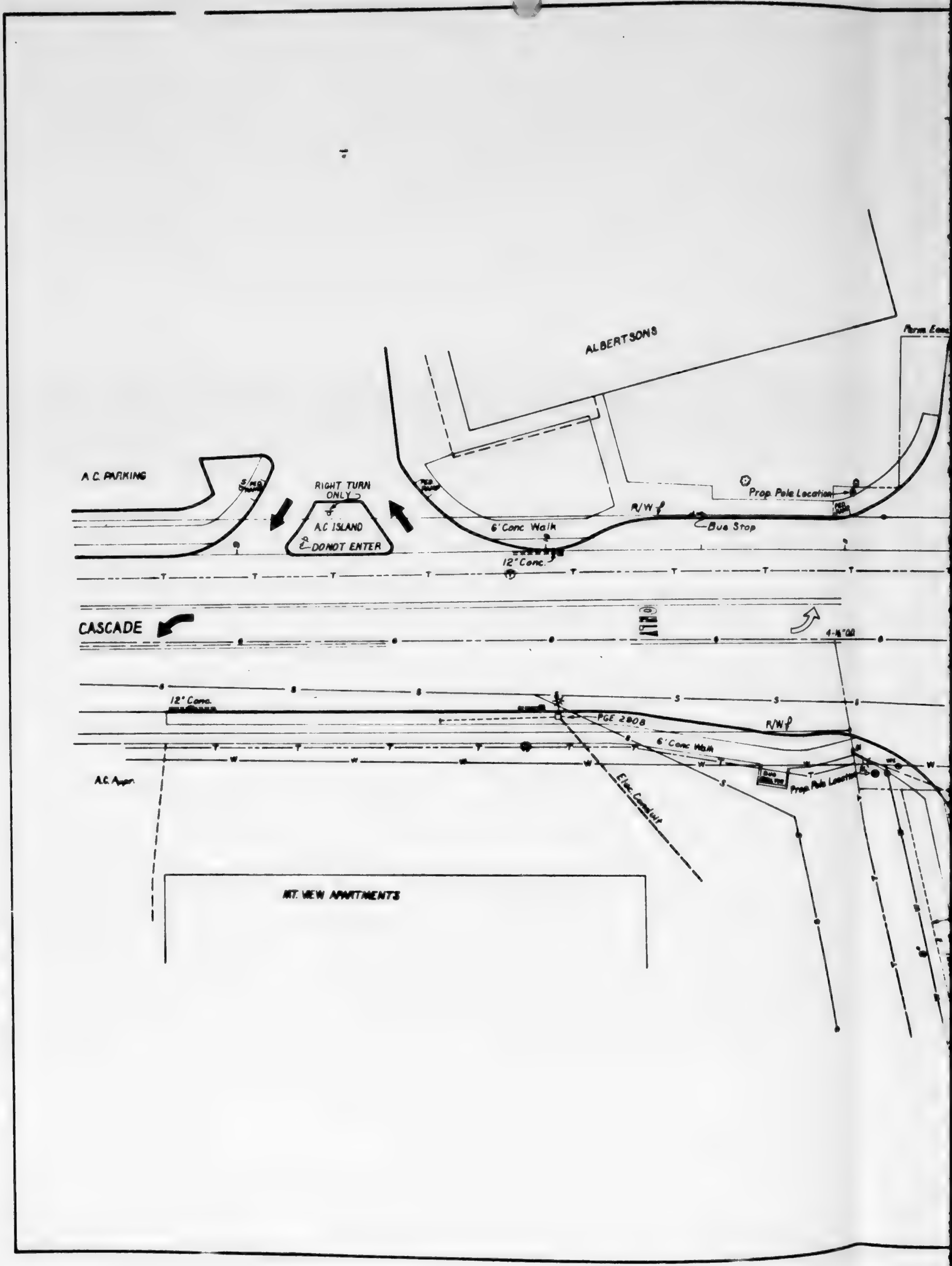
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
MOLALLA AVE AT CLAIRMONT WAY (OREGON CITY) SECTION
CASCADE HIGHWAY SOUTH
CLACKAMAS COUNTY

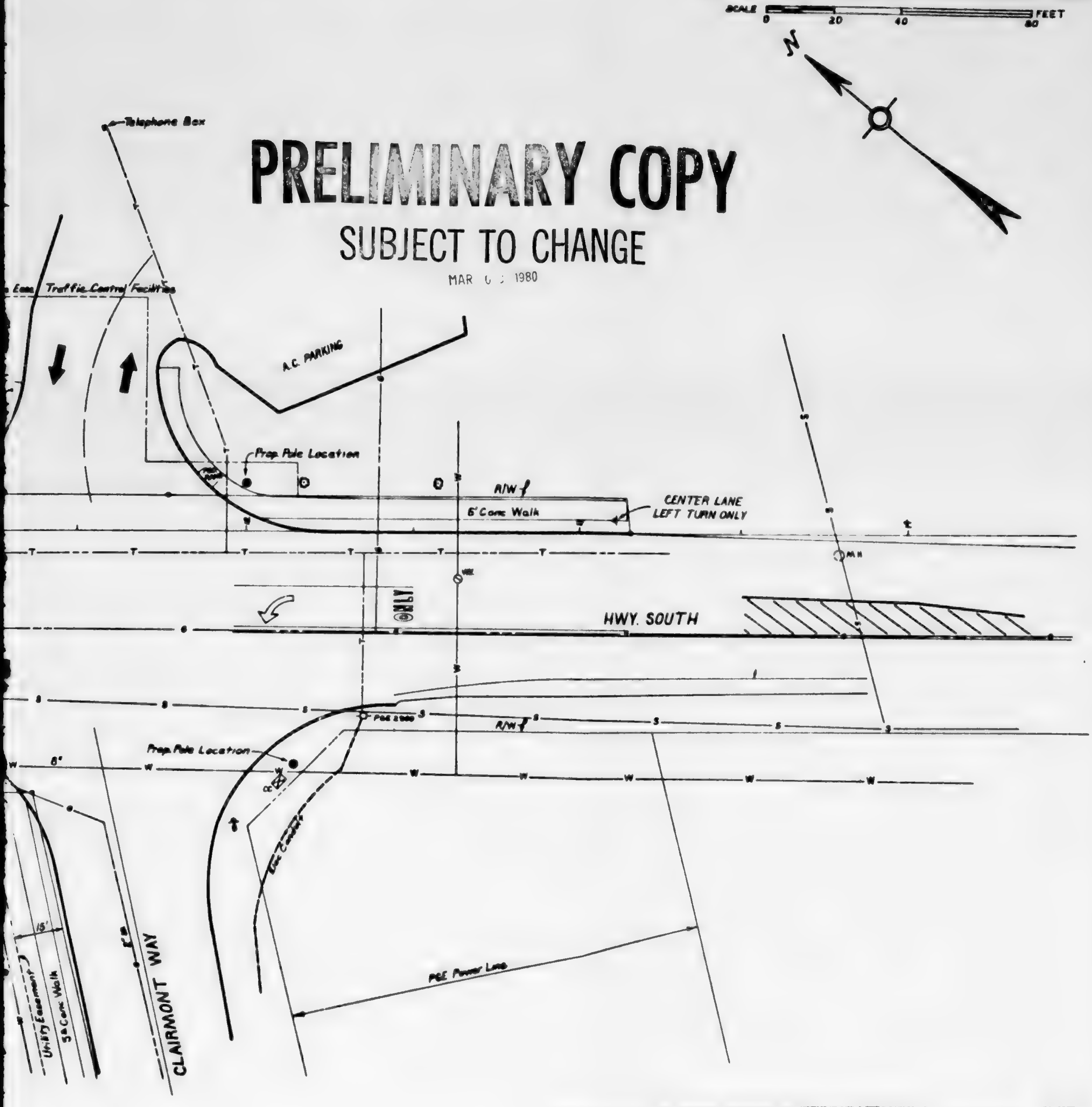
DESIGNED BY HB
CHECKED BY. ML

DATE April 1980

T.E. DWG. NO. 4756


ALBERTSONS
Perm. Ease
A.C. PARKING
RIGHT TURN ONLY
A.C. ISLAND
DO NOT ENTER
6' Conc. Walk
R/W ℓ
Bus Stop
Prop. Pole Location
12" Conc.
CASCADE
ONLY
4-⅛"OO
12" Conc.
PGE 2808
R/W ℓ
6' Conc. Walk
Elec. Conduit
Prop. Pole Location
A.C. Apron
MT. VIEW APARTMENTS

EXISTING UTILITIES
CASCADE HWY. SOUTH AT CLAIRMONT WAY



SCALE 0 20 40 80 FEET
N
Telephone Box
Esmt. Traffic Control Facilities
A.C. PARKING
Prop. Pole Location
R/W ℓ
6' Conc Walk
CENTER LANE LEFT TURN ONLY
MH
ONLY
HWY. SOUTH
PGE 2980
R/W ℓ
Prop. Pole Location
8"
15'
Utility Easement
5' Conc Walk
CLAIRMONT WAY
PGE Power Line

PRELIMINARY COPY
SUBJECT TO CHANGE
MAR 0 3 1980

APPROVED
T. E. George
TRAFFIC ENGINEER
2/29/80
DATE

DESIGNED BY WR
CHECKED BY HJ

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
MOLALLA AVE. AT CLAIRMONT WAY (OREGON CITY) SECTION
CASCADE HIGHWAY SOUTH
CLACKAMAS COUNTY

DATE April 1980

T.E. DWG. NO. 4757

160

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

August 20, 1979

J. H. Versteeg
Road Design Engineer

File 50593 A, B. & C
Cascade Highway South @ Clairmont Way Sec.
Cascade Highway South
Clackamas County

Attached is an authorization, descriptions, and prints for the subject project scheduled for November 15, 1979.

The section was previously submitted to you on August 17 as three seperate files.

By:
Robert R. Rounds
R/W Description Supervisor

RRR:cj
Attachments

[illegible]

Yellow Copy

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

August 17, 1979

J. H. Versteeg
Road Design Engineer

Files 50593, 50594, 50595
Cascade Highway South @ Clairmont Way Sec.
Cascade Highway South
Clackamas County

Attached is an authorization, descriptions, and prints for the subject project scheduled for November 29, 1979.

By:
Robert R. Rounds
R/W Description Supervisor

RRR:cj
Attachments

9:21

January 18, 1979

City of Oregon City
City hall
Oregon City, OR 97045

Attention: John A. Buol
City Recorder

[illegible] CONTRACTS and
AGREEMENTS No.

Bedford Associates
16148 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

Attention: Rita Rothchild
Property Manager

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Oregon City, Peter B. Bedford Marc Paul, Inc., and the Highway Division for installation of traffic signals on the Cascade Highway South (Molalla Avenue) at Clairmont Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

9121

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 26, 1978

Mr. Oliver D. Crawford
13531 South Clairmont Way, 5
Oregon City, OR 97045

Dear Mr. Crawford:

In your December 20 letter, you asked why we will not allow the Albertson's Food Center to install a traffic signal on Molalla Avenue at Clairmont Way in Oregon City. Legally we cannot allow other persons to install traffic signals on the State Highway System. Even if Albertson's could install the signal, they could not get it installed as quickly as we can. It normally takes six months just to obtain the necessary equipment.

The City was recently informed that State equipment will be utilized for the signal installation, thereby saving six-months time in getting the signal installed. It is planned that a contract will be let early next year and hopefully, we can have the signal in operation sometime during the first half of 1979.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

DKH:ds

bc: H. S. Coulter
E. S. Hunter
E. L. Hardt

12-20-78

Mr. Bud George::

This letter is an attempt to find out why the State Hy. Dept has seen fit to refuse to allow the Albertsons food store here in Oregon City on Molalla ave. to proceed with the installation of a very badly needed traffic light at the intersection of Molalla Ave. and Clairmont Way. We, here in this area, have been given to understand that since Albertsons recognise that extreme traffic set-up at this intersection, that they stand ready to install, at their own expense, a traffic light at this place. Also we understand that you there in the State traffic division have refuse to allow this, because you have not yet completed your leisurely investigation of the need here for some degree of safety. This we do not understand, since there will be no expense to the State. It would seem that common sense would dictate your falling all over yourselves to take advantage of something that does not have to be paid for by us tax payers. So far, the explabation that has been circulated is so senseless that I, for one, wish your version of this holdup.

It is a foregone conclusion that there will be a very serious accident at this point if something is not done, and soon. When I moved here 4½ years ago there was no problem at all in getting onto Molalla Ave from Clairmont. Today, one must wait from a couple of minutes, if lucky, or for as much as a total of EIGHT minutes at times. In the past four months, since the Bank and Nelson Tire Co. have opened for business, I have timed my waits on at least three occasions. They extended to EIGHT minutes on each of these times. Other times, the normal is around two minutes. Dont take my word for it. Come out here yourself at from 7 to 9 AM or from 3 to 6 PM. Traffic on Molalla had inscreased by many fold simce 4½ years ago. This signal is very badly needed, and with Albertsons offer, there is no logical reason for the holdup that is now occuring, caused by the holdup from you people. Suppose that you take into consideration the PUBLIC for a change and not the leisurely efforts of the State Hy. Dept.?

Your reply will be awaited by all from this area.

Thank you

Oliver D. Crawford

Oliver D Crawford

Mr. & Mrs.
O. D. Crawford
13531 S. Clairmont Way. 5
Oregon City OR 97045

NOTED
DWAYNE HOFSTETTER

9121

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

December 15, 1978

Mr. James I. Baily
Secretary, Oregon City Planning Commission
Planning Director
City of Oregon City
P.O. Box 631
Oregon City, Oregon 97045

Dear Mr. Baily:

In your December 11, 1978 letter it was requested that a representative from Salem be present at a December 19, 1978 meeting to discuss the proposed traffic signal at Molalla Avenue and Clairmont Way. As discussed on the telephone with you, we have changed our position concerning the use of State materials for this signal project. A normal signal contract would require approximately 240 days to complete. By utilizing equipment from the State stockpile, we will be able to let a 60 or 90 day contract. Therefore, a considerable amount of time will be saved in getting the sign installed. Hopefully, we will be able to have the signal in operation during the first half of 1979.

As I understand it, you wanted someone to attend your meeting next Tuesday to discuss the long period of time that it would have taken to install the signal using normal contracting procedures and since we are now planning to expedite this matter, it will not be necessary for someone from Salem to attend.

If you have further questions, please feel free to advise our Region Office in Milwaukie or this office.

Sincerely, ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

DKH:cs

RECEIVED
STATE HWY ENGR
18 '78
REFER TO
FOR
Info Sig Act File

bc: E. L. Hardt
H. S. Coulter

Form 81-731-0027 (3-77)

CITY OF OREGON CITY P. O. Box 631
INCORPORATED 1844

December 11, 1978

Bud George
State Traffic Engineer
504A Transportation Building
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

The Oregon City Planning Commission at their regular meeting of November 28, 1978, directed the secretary as follows:

> *"It was requested a letter be sent to the State Highway Department, requesting that a representative from Salem be present to discuss the proposed traffic signal at Molalla Avenue and Clairmont Way on December 19."*

(Excerpted from the Minutes)

The Planning Commission will meet at 7:30 p.m. in City Hall, 7th and John Adams Streets, on next Tuesday, December 19th. Please let us know if yourself or a member of your staff in Salem can attend.

Cordially,

James I. Baily

James I. Baily
Secretary, Oregon City Planning Commission
Planning Director

JIB:pn

NOTED
[illegible]

OREGON CITY, OREGON 97045 • AREA CODE (503) PHONE 655-8481

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic
DEPT.
378-6537
TELEPHONE

TO: E. L. Hardt ATTN: Ron Failmezger
Region 1 Engineer

DATE: October 27, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Installation
Molalla Avenue @ Clairmont Street
Cascade Highway South No. 160 - M.P. 2.63
Oregon City

We have completed our review of your request to expedite the installation of a traffic signal at the subject intersection by utilizing signal equipment provided by the State. The signal hardware which the Highway Division has is intended to be used for installations where an emergency exists. This intersection has conditions similar to many others on our signal priority list, in that the signal warrants are met and there are some preventable accidents occurring. In fact, we have several locations where a larger number of preventable accidents are occurring than at Clairmont and we are not utilizing State materials to expedite the installations.

Much pressure is being received at other locations in the State where shopping centers are paying for signals and want them installed by the opening date. In most all cases, we do not consider this to create an emergency such that normal signal contracting procedures should be short cut by providing the signal hardware.

The developer is expected to pay regardless of the method of installation. Therefore, based on all of the available information we have, including the data supplied by the City, we are recommending that the Clairmont signal be installed by the normal method, not utilizing State supplied materials.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

DKH:cs

cc: Gerry Wimer
Maury Payne
Bill Geibel
Harry Woodward

RECEIVED
[illegible]
[illegible]

81-125-1387

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
MILWAUKIE
September 15, 1978

David A. Willhite

FROM: DAVID A. WILLHITE
Assistant District Engineer

TO: ROBERT PRANGE
County-City

SUBJECT: CASCADE SOUTH
SOUTH RIDGE CENTER
SIGNAL AGREEMENT
CLAIRMONT AND HWY. 160

Please prepare an agreement to reflect the following:

The agreement shall be between Peter B. Bedford Marc Paul Inc., the City of Oregon City, and the Oregon Department of Transportation.

Things to be done by the State:

1. Supply to Peter B. Bedford Marc Paul Inc. 1 five phase signal controller, 10 signal heads, 8 pedestrian signals, 4 poles, 2 light signal cabinets, and additional signal hardware as required to complete the installation.
2. Maintain the signal installation after completion.

Things to be done by Peter B. Bedford Marc Paul Inc.:

1. Pay all costs for P.E., materials, and installation.
2. Make advance deposit of $33,000 to the State to cover the cost of P.E. and signal hardware.
3. Install the signal in compliance with O.S.H.D. specifications and to the satisfaction of the District Engineer.
4. Energize the system and bring into a complete and working condition.

Things to be done by the City of Oregon City:

1. Pay all power costs from the time of acceptance of the signal system by the State.

General Provisions:

1. Peter B. Bedford Marc Paul Inc. will pay all costs including energizing the signals and energy costs until acceptance of the signals by the State.
2. $33,000 advance deposit is due on acceptance of this agreement. Reimbursement to State to be on actual cost basis.
3. Entire signal installation to become the property of the State on completion.

Please expedite the preparation of this agreement.

DAW/vwk

9/21

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 13, 1978

FILE:

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

TO: MEMO TO FILE

SUBJECT: MEETING CONCERNING
COMMERCIAL ACCESS
SHOPPING CENTER DEVELOPMENT
BETWEEN BEAVERCREEK ROAD
AND MOLALLA AVENUE
Molalla Avenue @ Clairmont St.
City of Oregon City

Maury Payne, District Engineer; Jim McClure; and I met with Bill Parrish, City Engineer; and other City representatives from the Police Department, with Ned Pike representing the developer.

During the negotiations for the access permit to the highway and through the planning process of the City, the developer was required to pay for 50% of the design and installation of a traffic signal at Clairmont Street when signal warrants were met. The Planning Department stipulated that the light be installed prior to the opening of the Grocery-Drug-Variety operations, which is scheduled to open in November, 1978. This meeting was to discuss the placement of the signal to meet these requirements.

The discussion revealed that it would be impossible to install a traffic signal by the time of the opening of the center. The traffic impact on existing Clairmont Street has been much more and sooner than expected, and this location now meets signal warrants as shown by a study of the traffic consultant of the City of Oregon City. It was determined that Federal funds would not be available within a reasonable time. This meant that the City and State would need to pick up the additional costs with their own funding. The City has no funds and the State did not volunteer any funds, so the developer said they would pay the total costs if we could cut down the time of the installation.

Maury Payne is proceeding to supply information to the Project Development Unit in Salem to draw up an agreement which would indicate that the developer would pay the full costs of the design and installation of the traffic signal, with the State maintaining and the City paying power consumption. It was thought that the agreement would be able to deal with improving the installation time by saying that the State would supply the hardware for the signal, including the traffic controller, so that the contractor would not have to wait to receive the material before making the installation. It was also the desire of the developer to hire his own contractor to make the installation under State specifications. We felt this could be accommodated if Salem has the equipment available to supply to a contractor and if the contractor followed our specifications and was inspected by the State.

The City Engineer said that once the agreement was signed they would take this to the City with the proposal to lift the restriction concerning the signal installation being in before opening the center.

RWF/gw
cc: Bob Bothman L. E. George Manor Holmes
Ed Hardt Jon Rose

1980 Justice Center between 9122
2nd & 3rd Aves. & Main & Salmon.
(Excav., remov., & shor.)

C&A 5439 3-28-80

jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

RECEIVED
STATE HWY ENGR
JUN 25 '87
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

REGION NO. 10	REPORT NO. 26	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT June 10, 1986	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. I-205-7(76 312
COMPLETION DATE (Actual) 1-4-84	ACCEPTANCE DATE BY CONRTACT AGENCY May 1, 1985	TIME ELAPSED Phase III 100 %	CONTRACT TIME PHASE III 1-4-84 SCD

LOCATION

Intersection of 3rd and Main. Downtown Portland.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JUSTICE CENTER
Multnomah County

The purpose of this project was to construct a functional replacement for the Rocky Butte Jail located in the path of I-205. County police space and City police office facilities were included in the building and was financed with local funds. A construction management firm (Turner Const.), with expertise in high rise building and detention facilities, was engaged to manage the project. The State Highway Division assigned one of their Bridge Engineers, Bob Ellison, to oversee the management function. A committee consisting of representatives from Multnomah County, City of Portland, State Highway Division, Federal Highway Administration, Turner Construction, and Zimmer Gunsul Frascz, Architect; met monthly to review construction progress and make decisions on changes.

Because of the joint funding of this facility a general pro-rata share was established to restrict Federal-aid funding to the "functional replacement" portion of the building. Each change order was evaluated first from the operational need standpoint and then for eligibility as functional replacement.

Phase I, Contract 9122, was awarded to Wagner Construction and provided for excavation, removal and shoring at the building site in advance of foundation construction. This phase was completed on November 20, 1980 at a final cost of $882,905 including engineering and contingencies. This reflects an underrun of 9%. The original contract time was 150 CD supplemented by a 47 CD approved extension. Total time used was 184 CD. Project records show that work was completed in compliance with the contract provisions.

Phase II, Contract 9198, was awarded to Todd Building Co. and provided for the foundation and substructure. This provided the framework for the two levels below ground in addition to the foundation. This phase was completed on May 8, 1981 at a final cost of $2,817,629.92 including engineering and contingencies. This reflects an underrun of 7%. The original contract time was 150 CD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Wilford T. Christianson		SIGNATURE	
TITLE Area Engineer	DATE 6/11/87	TITLE District Engineer	DATE 6/22/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev. 2-84)

supplemented by a 17 CD approved extension. The work was completed in 169 CD and two days liquidated damages was assessed. Project records show that work was completed in substantial conformance with contract plans and specifications.

Phase III, Contract 9294, was awarded to Hoffman Const. Co. and provided for the construction of the above ground construction of 16 stories and finishing the below ground levels. The contract included all utilities and operating facilities of the building. The project was completed on January 4, 1984 at a total cost of $46,552,948.32 including engineering and contingencies. This reflects an overrun of 1/2 of 1%. The original contract specified a completion date of December 31, 1983 which was extended to January 4, 1984 by approved extension.

As a result of an audit by the OIG a portion of the payments to Turner Construction (Construction Engineering) has been determined not eligible for Federal Funds. Approximately $500,000 should be deducted from the final billing to FHWA.

****

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State OREGON
PROJECT REPORT NUMBER		County MULTNOMAH
MODIFICATION NUMBER 5		Project Number I-205-7(76)312

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 5, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 32,728,974	$ 33,030,142
Federal funds	$ 30,076,886	$ 30,280,729
Other revisions		

This modification is made for the following reasons: To include approved costs of State Force Orders

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of January, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 26, 1984

FEDERAL AID PROJECT NO. I-205-7(76)312

PORTLAND/MULTNOMAH JUSTICE CENTER
EAST PORTLAND FREEWAY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROWA
CITY/COUNTY JUSTICE CENTER REPLACEMENT PHASE I (CONTRACT NO. 9122)

TOTAL the same as estimate of November 2, 1982		$ 1,044,420.00

TYPE CODE ROWA
CITY/COUNTY JUSTICE CENTER REPLACEMENT PHASE II (CONTRACT NO. 9198)

TOTAL the same as estimate of November 2, 1982		$ 3,050,000.00

TYPE CODE ROWA
CITY/COUNTY JUSTICE CENTER REPLACEMENT PHASE III (CONTRACT NO. 9294)

SUBTOTAL from previous estimate of March 19, 1984		$41,369,492.00
Additional Items: SFO No. 14 - Work by Multnomah County		3,268.00
* SFO No. 15 - Work by PGE		5,000.00
* SFO No. 15 - Contractor Claim Work		50,000.00
* SFO No. 15 - Supplement No. 1		242,900.00
	SUBTOTAL	$41,670,660.0
	Engineering	3,458,000.0
	TOTAL	$45,128,660.00

* Numbering as shown on PR-1240's

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
Justice Center (Phase I) Same	$ 1,044,420.00	$ ----	$ ---	$ ----
Justice Center (Phase II)	3,050,000.00	----	---	----

Justic Center (Phase III)	45,128,660.00	----		
TOTAL	$49,223,080.00	----	---	----
Participating Amount (66.08%)	$32,628,767.00	$30,016,354.00	$2,612,413.00	$ ----
Non-Participating Amount (33.92%)	16,594,313.00	----	89,845.00	16,504,468.00
SUBTOTAL	$49,223,080.00	$30,016,354.00	$2,702,258.00	$16,504,468.00
1% for Art Work	401,375.00	264,375.00	---	137,000.00
TOTAL	$49,624,455.00	$30,280,729.00	$2,702,258.00	$16,641,468.00

Phase I Group 1: 66.08%; Group 2: 10.46%; Group 3: 23.28%; Group 9: 0.18%
Contract No. 9122
Prefix: 626-1059
Prefix: 626-2566

Phase II Groups & % same as Phase I
Contract No. 9198
Prefix: 626-1006 -Finaled
Prefix: 626-2566
Prefix: 626-1072 III
Prefix: 626-1079 Art Work

Phase III Group & % same as Phase I
Contract No. 9294
Prefix: 626-1072
Prefix: 626-2566

WH:pf

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	1-276
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-5-82

State	Oregon
County	Multnomah
Project Number	I-205-7(76)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 5, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 29,979,693	$ 32,045,112
Federal funds	$ 27,647,272	$ 29,816,377
Other revisions		

This modification is made for the following reasons: to include approved increase in Consultant Engineering costs, art work and revised percentage split on functional replacement. This modification requested by FHWA memo of October 15, 1982.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of November, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 2, 1982

Federal-Aid Project
No. I-205-7(76)312

Portland/Multnomah Justice Center
East Portland Freeway

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROWA
City/County Justice Center Replacement Phase I (Contract 9122)

Mobilization	All Required	$ 74,500.00
Temporary Protection and Direction of Traffic	All Required	1,500.00
Excavation	All Required	148,500.00
Shoring	All Required	520,000.00
		$ 744,500.00

Anticipated Items

PA 1 On-the-job Trainees	All Required	$ 600.00
PA 2 Modify Main St. Shoring	All Required	21,467.00
PA 3 Modify Tieback Attachment	All Required	(25,447.00)
PA 4 Claim Settlement	All Required	140,500.00
SFO 1 Adjust Signal Vault & Poles	All Required	26,600.00
		$ 163,720.00
	SUBTOTAL	$ 908,220.00
	*Engineering	136,200.00
	TOTAL	$1,044,420.00

*Includes Construction Engineering by Consultant N.W. Turner, Inc.

Type Code ROWA
City/County Justice Center Replacement Phase 2 (Contract 9198)

Foundations and Substructure	All Required	$2,576,000.00
		$2,576,000.00

Anticipated Items

PA 1 On-the-job Trainees	All Required	$ 1,572.40
PA 2 Metal Plates in Concrete Walls	Lump Sum	466.00
PA 3 Revisions to Foundation & Substructure	Lump Sum	10,239.00
PA 4 Thicken Foundation Wall	Lump Sum	1,192.00
PA 5 Thicken Foundation Wall	Lump Sum	2,905.00
PA 6 Sleeves and Blockouts in Shear Wall	Lump Sum	771.00
PA 7 Credit for Tower Crane Blockouts	Lump Sum	(800.00)
PA 8 Shear Wall Panel Revisions	Lump Sum	1,534.00
PA 9 Additional Lagging	Lump Sum	17,016.00
PA 10 Depressed Slab	Lump Sum	30,710.00
PA 11 Misc. Work Revisions	Lump Sum	6,571.00
PA 13 Plumbing Revisions	Lump Sum	5,703.00
PA 14 Embedded Precast Angles	Lump Sum	13,823.00
PA 15 Revise Reinforcement	Lump Sum	839.00
PA 16 General Work Revisions from Construction Drawings	Lump Sum	7,275.00
PA 17 "B" Line Beam Revisions	Lump Sum	10,038.00
PA 18 Misc. Contract Adjustments	Lump Sum	441.00
PA 19 Credit to Delete Corrective Work	Lump Sum	(7,689.00)
EWO 1 Footing Excavation & Backfill	All Required	129,905.40
SFO 1 Diconnect & Reconnect Power	All Required	781.12
		$ 233,292.92
	SUBTOTAL	$2,809,292.92
	*Engineering	240,707.08
	TOTAL	$3,050,000.00

*Includes Construction Engineering by Consultant N.W. Turner, Inc.

Type Code ROWA
City/County Justice Center Replacement Phase 3 (Contract 9294)
Alternate "B"

Building Work with Heat Recovery System	All Required	$40,050,000.00
		$40,050,000.00

Additional Items

On-the-job Trainees (15 @ $800)	All Required	$ 12,000.00
Modification to Phase 2 Structure	All Required	50,000.00
Additional Reinforcing Steel	All Required	45,000.00
Additional Miscellaneous Steel	All Required	50,000.00
Permit Fees	All Required	450,000.00
Upgrade Concrete Surface Finish	All Required	35,000.00
Security System Modification	All Required	100,000.00
Furnishings and Equipment Changes	All Required	150,000.00
		$ 892,000.00
	SUBTOTAL	$40,942,000.00
	*Engineering	3,458,000.00
	TOTAL	$44,400,000.00

*Includes Engineering by Consultants N.W. Turner Inc. & Zimmer, Gunsel & Frasca

Length of Project --------- 0.0 miles

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Fed. Funds	State Funds	Other Funds
Justice Center (Phase I)	$ 1,044,420.00	$ ---	$ ---	$ ---
Justice Center (Phase II)	3,050,000.00	---	----	----
Justice Center (Phase III)	44,400,000.00	---	---	---
TOTAL	$48,494,420.00	$ ---	$ ---	$ ---
Participating Amount (66.8)	32,045,112.00	29,552,002.00	2,493,110.00	---
Nonparticipating (33.92)	16,449,308.00	---	89,845.00	16,359,463.00
SUBTOTAL	$48,494,420.00			
1% for Art Work	401,375.00	264,375.00	----	137,000.00
TOTAL	$48,895,795.00	$29,816,377.00	$2,582,955.00	$16,496,463.00

Phase 1 Grp 1=66.08% Grp 2=10.46% Grp 3=23.28% Grp 9=0.18%
Contract No. 9122
Prefix: 626-1059
Prefix: 626-2566
Phase 2 Groups & % same as Phase I
Contract No. 9198
Prefix: 626-1066
Prefix: 626-2566
Phase 3 Groups & % same as Phase I
Contract No. 9294
Prefix: 626-1072
Prefix: 626-2566

CONSTRUCTION ENGINEERING BY CONSULTANTS

N.W. Turner Inc.	$1,450,000.00
N.W. Turner Inc. (Supplement #1)	1,390,000.00
TOTAL	$2,840,000.00

Zimmer, Gunsel & Frasca (Supplement #14)	$ 698,000.00
Zimmer, Gunsel & Frasca (Supplement #21)	824.00
Zimmer, Gunsel & Frasca (Supplement #22)	1,122.00
TOTAL	$ 699,946.00

Portland/Multnomah Justice Center Phase 3
(Nonparticipating-State/City Work)

Relights Recovery System (Alt. 1)	All Required	$ 27,000.00
Furnish Multi Purpose Area (Alt. 2)	All Required	79,000.00
State Crime Lab Interiors	All Required	109,000.00
		$ 215,000.00

12.2

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 9-64
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8 2- -1

te: Oregon
County: Multnomah
Project Number: I-205-7(76)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 5, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,364,307	$ 29,979,693
Federal funds	$ 2,179,440	$ 27,647,272
Other revisions		

This modification is made for the following reasons: to add Phase 3.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of August, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, August 19, 1981

Federal Aid Project
No. I-205-7(76)312

Portland/Multnomah Justice Center
East Portland Freeway
Multnomah County

Revised Project Agreement Estimate.

Type Code R/W
City/County Justice Center Replacement, Phase 1 (Conract 9122)

Mobilization	All Required	$ 74,500.00
Temporary Protection and Direction of Traffic	All Required	1,500.00
Excavation	All Required	148,500.00
Shoring	All Required	520,000.00
		$ 744,500.00

Anticipated Items		
Permit Fees	All Required	$ 27,300.00
Temporary Erosion Control	All Required	500.00
On-the-Job Trainees (1 at $800)	All Required	800.00
Adjust Signals (C.F. Order #1)	All Required	42,563.00
Modify Main St. Shoring	All Required	35,000.00
Bracing Existing Retaining Wall	All Required	25,000.00
Temporary Curb for Water Control	All Required	5,000.00
City of Portland Traffic Bureau	All Required	50,000.00
Furnish and Install Temporary Barrier	All Required	5,000.00
Rental & Repair of Protective Fence	All Required	5,000.00
		$ 196,163.00
	Subtotal	$ 940,663.00
	Engineering*	141,099.00
	Total Phase 1	$ 1,081,762.00

*Includes Construction Engineering by Consultant N. W. Turner Inc.

Type Code R/W
City/County Justice Center Replacement, Phase 2 (Contract 9198)

Foundations and Substructure	All Required	$ 2,576,000.00
		$ 2,576,000.00

Additional Items

Permit Fees	All Required	$ 5,000.00
On-the-Job Trainees (2 @ $800)	All Required	1,600.00
Additional Reinforcing in Concrete	All Required	60,000.00
Modify Elevator Shaft for Hoisting	All Required	20,000.00
Shoring Modifications (Low Areas)	All Required	10,000.00
Unusual Dewatering Conditions	All Required	80,000.00
Additional Sleeves, Blockouts & Drains	All Required	10,000.00
		$ 186,600.00
	Subtotal	$ 2,762,600.00
	Engineering*	414,390.00
	Total Phase 2	$ 3,176,990.00

*Includes Construction Engineering by Consultant N. W. Turner Inc.

Type Code R/W
City/County Justice Center Replacement Phase 3 (Contract 9294)
Alternate "B"

Building Work with Heat Recovery System	All Required	$40,050,000.00
	Alternate "B"	$40,050,000.00

Additional Items

On-the-Job Trainees (15 @ $800)	All Required	$ 12,000.00
Modification to Phase 2 Structure	All Required	50,000.00
Additional Reinforcing Steel	All Required	45,000.00
Additional Miscellaneous Steel	All Required	50,000.00
Permit Fees	All Required	450,000.00
Upgrade Concrete Surface Finish	All Required	35,000.00
Security System Modification	All Required	100,000.00
Furnishings and Equipment Changes	All Required	150,000.00
		$ 892,000.00
	Subtotal	$40,942,000.00
	Engineering*	2,500,000.00
	Total Phase 3	$41,442,000.00

*Includes Construction Engineering by Consultants N. W. Turner Inc. & Zimmer, Gunsel & Frasca.

Length of Project .... 0.00 mi.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds	State County City Other Funds
Justice Center (Phase 1)	$ 1,081,762	$	$	$
Justice Center (Phase 2)	3,176,990			
Justice Center (Phase 3)	41,442,000			
Subtotal	$45,700,752	$	$	$
Participating Amount (65.6%)	29,979,693	27,647,272	2,332,421	
Project TOTAL	$45,700,752	$27,647,272	$2,332,421	$15,721,059

Group 1 65.6%; Group 9 34.4%
Phase 1
Contract No. 9122
Prefix: 626-2566
Prefix: 626-1059

Group 1 65.6%; Group 9 34.4%
Phase 2
Contract No. 9198
Prefix: 626-2566
Prefix: 626-1066

Group 1 65.6%; Group 9 34.4%
Phase 3
Contract No. 9294
Prefix: 626-2566
Prefix: 626-1072

Portland/Multnomah Justice Center Phase 3
(Nonparticipating-State/City Work)

State Crime Lab Interiors	All Required	$ 109,000.00

9122

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Oregon
MONTHLY TRANSACTION NUMBER 11-29		County Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER 1	11/20/80	Project Number I-205-7(76)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 5, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 548,417.00	$ 2,364,307.00
Federal funds	$ 504,827.00	$ 2,179,440.00
Other revisions		

This modification is made for the following reasons: Adding Phase 2.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of October, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~BY~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Con File

Oregon State Highway Division
Salem, Oregon October 6, 1980

Federal Aid Project
No. I-205-7(76)312

Portland/Multnomah Justice Center
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code R/W
City/County Justice Center Replacement, Phase 1 (Contract ~~2~~9122)

Mobilization	All Required	$ 74,500.00
Temporary Protection and Direction of Traffic	All Required	1,500.00
Excavation	All Required	148,500.00
Shoring	All Required	520,000.00
		$744,500.00

Anticipated Items

Permit Fees	All Required	$ 27,300.00
Temporary Erosion Control	All Required	500.00
On-the-Job Trainees (1 at $800)	All Required	800.00
		$ 28,600.00
	SUBTOTAL	$773,100.00
	Engineering	104,368.00
	TOTAL	$877,468.00

Length of Project -------------- 0.00 Mile

Work Retained in Program Status (Phase 1)

Modify Main St. Shoring	All Required	$ 35,000.00
Bracing Existing Retaining Wall	All Required	25,000.00
Temporary Curb for Water Control	All Required	5,000.00
City of Portland Traffic Bureau	All Required	50,000.00
Furnish and Install Temporary Barrier	All Required	5,000.00
Rental & Repair of Protective Fence	All Required	5,000.00

Total Cost (Phase 1) $877,468.00

(Interim Participating Amount 62.5%)	$548,417.00

Type Code ROW
City/County Justice Center Replacement, Phase 2

Foundations and Substructure	All Required	$ 2,576.00
		$ 2,576.00

Anticipated Items

Permit Fees	All Required	$ 5,000.00
On the Job Trainees (2 @ $800)	All Required	1,600.00
		$ 6,600.00

SUBTOTAL	$2,582,600.00
Engineering	322,825.00
TOTAL	$2,905,425.00

Length of Project ------------- 0.0 mile

Work Retained in Program Status (Phase 2)

Additional Reinforcing in Concrete	All Required	$ 60,000.00
Modify Elevator Shaft for Hoisting	All Required	20,000.00
Shoring Modifications (Low Areas)	All Required	10,000.00
Unusual Dewatering Conditions	All Required	80,000.00
Additional Sleeves, Blockouts, & Drains	All Required	10,000.00

Total Cost of Phase 2	$2,905,425.00
(Interim Participating Amount 62.5%)	$1,815,890.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Fed. Funds	State Funds
Justice Center, Phase 1	$ 548,417	$ 504,829	$ 43,590
Justice Center, Phase 2	1,815,890	1,674,613	141,277
SUBTOTAL	$2,364,307	$2,179,440	$ 184,867
Retain in Program	$27,435,693		
TOTAL	$29,800,000		

7
Contract 7122 Phase 1
Prefix 626-1059
Group 1-62.5% Group 9-37.5%

Contract 9198 Phase 2
Prefix 626-1066
Group 1-62.5% Group 9-37.5%

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
6-107

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon
County: Multnomah
Project No. I-205-7(76)312

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Portland/Multnomah Justice Center, Phase 1

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-9-80	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 548,417.00	$ 504,827.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Date executed by Division Administrator 6·5·80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon, May 14, 1980

Federal-Aid Project
No. I-205-7(76)312

PORTLAND/MULTNOMAH JUSTICE CENTER, PHASE 1
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Project agreement estimate.

Type Code R/W
City/County Justice Center Replacement, Phase 1

Mobilization	All Required	$ 74,500.00
Temporary Protection and Direction of Traffic	All Required	1,500.00
Excavation	All Required	148,500.00
Shoring	All Required	520,000.00
		$744,500.00

Anticipated Items		
Permit Fees	All Required	$ 27,300.00
Temporary Erosion Control	All Required	500.00
On-the-Job Trainees (1 at $800)	All Required	800.00
		$ 28,600.00
	Subtotal	$773,100.00
	Engineering	104,368.00
	Total	$877,468.00

Length of Project - - - 0.00 Mile

Work Retained in Program Status		
Modify Main St. Shoring	All Required	$ 35,000.00
Bracing Existing Retaining Wall	All Required	25,000.00
Temporary Curb for Water Control	All Required	5,000.00
City of Portland Traffic Bureau	All Required	50,000.00
Furnish and Install Temporary Barrier	All Required	5,000.00
Rental & Repair of Protective Fence	All Required	5,000.00

Total Cost (Phase 2)	$877,468
(Interim Participating Amount 62.5%)	$548,417

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 14, 1980

Federal-Aid Project
No. I-205-7(76)312

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Justice Center, Phase 1	$ 548,417	$504,827	$43,590
Retained in Program	28,743,770		
Total	$29,800,000		

Group 1 - 62.5%; Group 9 - 37.5%
Contract No. 9122
Prefix: 626-2536
Prefix: 626-1059

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 7, 1982

In Reply Refer to
File No

Nelson L. Walker
Hibbard, Caldwell, Bowerman,
Schultz & Hergert
Attorneys at Law
P.O. Box 667
Oregon City, Oregon 97045

RE: Justice Center
Copies of Contracts
Phase I, II, III
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Mr. Walker:

Your letter of June 1, 1982 requests copies of the three contracts for construction of the Justice Center.

We do not have additional copies in stock and will have to xerox the documents for you. The total amount involved is approximately 1,925 pages. Our standard fee for such copying is 15¢ per minute labor cost plus a 10¢ per page copy cost. Our copy center has established a time of one hour to perform this work. The charges would therefore be:

Labor:	60 minutes @ 15¢/minute =	$ 9.00
Page Cost:	1,925 pages @ 10¢ each =	192.50
Total Cost		$201.50

Upon receipt of your payment in this amount we will make the copies and send them to your office.

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter w/attach. ✓
V. E. Skoog w/attach.
J. L. Sollis w/attach.
J. B. Boyd w/attach.

RECEIVED
TECHNICAL SERVICES
JUN 8 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

HIBBARD, CALDWELL, BOWERMAN, SCHULTZ & HERGERT
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
OFFICE ADDRESS 710 CENTER STREET
MAILING ADDRESS P.O. BOX 667 • OREGON CITY, OREGON 97045
PHONE 503-656-5207

CLARK I. BALFOUR
DONALD B. BOWERMAN
JOHN C. CALDWELL
PATRICK J. GREEN
RONALD E. HERGERT

GEORGE L. HIBBARD
PAUL D. SCHULTZ
NANCY S. TAUMAN
NELSON L. WALKER

June 1, 1982

Mr. Robert Ellison
Department of Transportation
State Transportation Building
Salem, Oregon 97310

RE: Justice Building
Portland, Oregon
Our File 04879-001A

Dear Mr. Ellison:

I understand from our telephone conversation that Todd Building Company was the prime contractor on the Justice Center project in March of 1981; Wagner Construction Company was the prime before Todd; Hoffman Construction Company took over sometime in the summer of 1981.

Would you please send me a copy of the state's contract with each of these three firms.

Thank you for your consideration in this regard.

Very truly yours,

Nelson L. Walker
Nelson L. Walker

NLW/km

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUN - 2 1982
M AM ADM [illegible] CA [illegible]
PMS [illegible] [illegible] [illegible] TA RUE
0 1 3 4 F

June 10, 1981

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9122

Gentlemen:

A post-final payment for $6,397.00 will be made to Wagner Construction Co. on Contract No. 9122 for work on the Justice Center in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $881,620.00 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Wagner Construction Co.
1 So. Linden
P. O. Box 2924
South San Francisco, CA 94080

bc: C. T. Keasey
Walt Hart
Bob Ellison

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Douglas S.Coats, Inc. No. 9143	Willow Cr. Br. (Heppner) Morrow County	May 8, 1981
Columbia Pacific Construction Co. No. 9035	Molalla River (Goods) Bridge Clackamas County	May 8, 1981
Babler Bros., Inc. No. 9055	Zigzag River-Ski Bowl Frontage Road Clackamas County	May 8, 1981
Hamilton Electric,Inc. No. 9088	Klamath Falls-Lakeview Hwy. @ Avalon St. Klamath County	May 11, 1981
East County Electric Co. No. 9104	CBD Signal System Expansion (Portland) Multnomah County	May 11, 1981
Roy E. Ladd,Inc. & Carl R. McConnell No. 8808	SE Yamhill St.-SE Powell Blvd. Multnomah County	May 12, 1981
Coral Const. Co. No. 9082	E. Fremont Intchge.-SW Corbett Ave. U'Xing & Stadium Fwy. Multnomah County	May 13, 1981
Wildish Corvallis Construction Co. No. 9032	Elm St.-34th Ave. (Albany) Linn County	May 15, 1981
Wagner Const. Co. No. 9122	Justice Center, Phase 1 Multnomah County	May 20, 1981
Tice Electric Co. No. 9140	Clackamas Hwy. @ Freeman Ave. (Milwaukie) Clackamas County	May 21, 1981
Select Contractors,Inc. No. 9184	Lane Co. Pavement Marking Project #3 Lane County	May 28, 1981

Contractor and Contract No.	Section & County	Acceptance Date
J. C. Compton Co. No. 9022	Twin Meadows Rd.-Santiam Jct. Linn County	May 29, 1981
Poe Asphalt Paving, Inc. No. 9116	Bully Cr. Rd.-Ritter Jct. Grant County	June 1, 1981
W. R. Grasle Co. No. 8711	SW Pine St.-SW Madison St. (Portland) Multnomah County	June 4, 1981

June 4, 1981 C. T. Keasey

C. T. Keasey
Asst. State Highway Engineer

[illegible]

L.

May 29, 1981

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9122

Gentlemen:

On May 22, 1981, we wrote to you concerning release of final payment on Contract No. 9122 awarded to Wagner Construction Co. for work on the Justice Center in Multnomah County.

Final payment on this contract is $13,603.00 and the total contract amount is $875,223.00. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Wagner Construction Co.
1 So. Linden
P. O. Box 2924
South San Francisco, CA 94080

bc: C. T. Keasey
Walt Hart
Bob Ellison

Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

L

Turner

May 27, 1981

Contract
9122

Mr. James Wagner
P. O. Box 2924
So. San Francisco, CA 94080

Re: Justice Center

Gentlemen:

A potentially dangerous situation, which may be related to your Work, has developed at this jobsite in recent weeks.

Three "sinkholes" have appeared in public roadways adjacent to the property; one on SW Main Street and two on SW 2nd Avenue. All the holes have developed in utility trench backfill. The void in Main Street measured approximately 5'x8'x6' deep; a 2nd Avenue void measured approximately 3'x3'x7' deep.

All sink holes have been repaired by the City, with the exception of the most recent 2nd Avenue void, which opened up on Memorial Day weekend and is still available for inspection.

It is our understanding that the State will be contacting you directly concerning damage claims by the City. We will continue to keep you advised should additional sinkholes appear.

Frank Frascatti of your office had been advised of this situation via telephone on 5/26/81.

Sincerely,

R. F. Oberlander
Project Superintendent

cc: ODOT - Ellison

File: Wagner Correspondence

RFO:cs

RECEIVED
MAY 2 1981

Bruce –
[illegible] has [illegible] repair billing from City &
Wagner & [illegible] [illegible].
Bob Ellison

copy to:
[illegible]

9122

L

May 27, 1981

Wagner Construction Company
P.O. Box 2924
South San Francisco, CA 94080

CON 5
#9122

Gentlemen:

We are attaching a copy of a letter dated May 21, 1981, from the City of Portland regarding damage to a City sewer line with underground tie-backs. This was in connection with work on the Justice Center in Multnomah County (Contract No. 9122).

This damage is probably covered by your insurance company, S. L. Griffiths of Burlingame, California. May I suggest that you contact them so that the claim can be settled.

Please call me at 378-6526 if I can be of any assistance either to you or to your insurance agent.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc City of Portland
Attn: John Widmer
Sewer Construction Supervisor
2929 N. Kerby Avenue
Portland, OR 97227

John McCarthy
Turner Construction Company
1221 S. W. First Avenue
Portland, OR 97204

S. L. Griffiths, Inc.
226 Lorton Avenue
Burlingame, CA 94010

P.S. If you don't hear within a reasonable time, please contact us.

bc Jack Sollis
Bob Ellison

1851

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Maintenance
2929 N. Kerby Ave.
Portland, Oregon 97227

May 21, 1981

RECEIVED

Mr. Bob Allison
Justice Center Project Manager
120 Transportation Building
Salem, Oregon 97310

Dear Mr. Allison:

Subject: Damage to City Sewer Line
with Underground Tie-Backs

On May 4, 1981, in investigating a large cavity which appeared over a sewer located on S.W. Main near the intersection of S.W. 2nd Avenue, visual inspection from the manhole revealed a broken sewer. In excavation, two tie-backs were encountered about two feet above the broken line and an additional tie-back, directly under and into the sewer line.

Repairs have been made to the broken sewer at a cost of $10,661.82 which we expect full re-imbursement.

Mr. Sims, of our Engineering staff, informed me he discussed the problem with you. It is my understanding Wagner Construction Co. was responsible for the tie-back work.

I am requesting your assistance to obtain recovery of our cost. If you would call me at 248-5516 with billing instructions, I would be very grateful.

Sincerely,

John Widmer
Sewer Construction Supervisor

JW:bw

cc: Mike Walker, Bureau Chief
Bill Maslen, Operation Manager
Ray Sims, Engineering

5578

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
DEC 22 1980
NORMA PAULUS
SECRETARY OF STATE

December 17, 1980

IN REPLY REFER TO
FILE NO.:

CON 5
#9122

Wall and Wall
Attorneys at Law
500 N.E. Multnomah
Portland, OR 97232

Attention: Robert C. Wall

FILED
DEC 22 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This letter acknowledges receiving your letter of December 5, 1980, with attached Notice of Bond Claim filed on behalf of your client, Riedel International, Inc., dba Western-Pacific Construction Materials Company for delivery and sale of concrete in the amount of $36,812.47 together with service charge and interest.

The Claim states this is against Wagner Construction Company's Contract No. 9122 for excavation, removal and shoring on the Justice Center Project in Portland.

It appears that you have already sent the Notice of Claim to the Secretary of State's office for filing so we will not repeat that filing. We will, however, send copies of the claim to the surety and to the contractor.

Please notify this office when your client's claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Wagner Construction Co.
P. O. Box 2924
South San Francisco, CA 94080

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

bc: Secretary of State - Please advise us of your filing number and date on the enclosed copy of this letter that you assigned to the attached claim, which was mailed to you direct by the attorney.

WALL & WALL, P. C.
ATTORNEYS AT LAW
SUITE 686
LLOYD FIVE HUNDRED BUILDING
500 N. E. MULTNOMAH
PORTLAND, OREGON 97232

ROBERT C. WALL
MITCHELL C. WALL
MARILYN M. WALL

TELEPHONE
(503) 238-0333

December 5, 1980

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mrs. Norma Paulus
Secretary of State
State of Oregon
Salem, Oregon 97310

Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Oregon State Highway Division ✓
Transportation Building
Salem, Oregon 97310

Re: Riedel International, Inc., dba Western-Pacific
Construction Materials Co.
Notice of Bond Claim
Wagner Construction Co.
Bond Number: 6366104

Gentlemen and Mrs. Paulus:

Enclosed is a formal notice of bond claim against the bond of Wagner Construction Co. in the above matter for filing.

Very truly yours,

WALL & WALL, P.C.

R. C. Wall

Robert C. Wall

RCW:aej
Enclosure

RETURN RECEIPT REQUESTED
CERTIFIED
[illegible]
MAIL

RECEIVED
STATE HWY ENGR
DEC 8 -'80
REFER TO
FOR
Info | Inv. | R.C. | D.R. | Sign | Act ☒ | File

NOTICE OF BOND CLAIM

Pursuant to ORS 279.528, the undersigned submits the following claim against bond of contractor:

TO: OREGON STATE HIGHWAY DIVISION

RE: Wagner Construction Co.
Bond No. 6366104

NOTICE HEREBY IS GIVEN that the undersigned, Riedel International, Inc., dba Western-Pacific Construction Materials Co. has a claim for delivery and sale of concrete in the sum of $36,812.47 together with service charge and interest against the bond taken from Wagner Construction Co. as principal and Fireman's Fund Insurance Company, as surety upon the bond for the work of Wagner Construction Co. as a prime contractor under State Highway Contract FAP No. I-205-7 (76) 312 (JAIL).

Riedel International, Inc.
Western-Pacific Construction
Materials Co., a division

By: ______________________
Credit Manager

WALL & WALL, P. C.
ATTORNEYS AT LAW
SUITE 686
LLOYD FIVE HUNDRED BUILDING
500 N. E. MULTNOMAH
PORTLAND, OREGON 97232

ROBERT C. WALL
MITCHELL C. WALL
MARILYN M. WALL

TELEPHONE
(503) 238-0333

December 5, 1980

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mrs. Norma Paulus
Secretary of State
State of Oregon
Salem, Oregon 97310

Commission Services ✓
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Re: Riedel International, Inc., dba Western-Pacific
Construction Materials Co.
Notice of Bond Claim
Wagner Construction Co.
Bond Number: 6366104

Gentlemen and Mrs. Paulus:

Enclosed is a formal notice of bond claim against the bond of Wagner Construction Co. in the above matter for filing.

Very truly yours,

WALL & WALL, P.C.

R C Wall
Robert C. Wall

RCW:aej
Enclosure

RETURN RECEIPT REQUESTED
CERTIFIED
P055 53848

NOTICE OF BOND CLAIM

Pursuant to ORS 279.528, the undersigned submits the following claim against bond of contractor:

TO: COMMISSION SERVICES, DEPARTMENT OF TRANSPORTATION

RE: Wagner Construction Co.
Bond No. 6366104

NOTICE HEREBY IS GIVEN that the undersigned, Riedel International, Inc., dba Western-Pacific Construction Materials Co. has a claim for delivery and sale of concrete in the sum of $36,812.47 together with service charge and interest against the bond taken from Wagner Construction Co. as principal and Fireman's Fund Insurance Company, as surety upon the bond for the work of Wagner Construction Co. as a prime contractor under State Highway Contract FAP No. I-205-7 (76) 312 (JAIL).

Riedel International, Inc.
Western-Pacific Construction
Materials Co., a division

By: ______________________
Credit Manager

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Justice Center

HIGHWAY: --

WEEK ENDING: 11-29-80

SECTION PREFIX: 626-1059

COUNTY: Multnomah

NAME OF JOB: Portland Justice Center

KIND OF WORK: Excavation, Removal and Shoring

CONTRACTOR: Wagner Construction Company

CONTRACT NUMBER: 9122

FEDERAL AID PROJECT NUMBER: I 205-7 (76) 312

DATE OF CONTRACT: May 9, 1980

DATE WORK STARTED: June 9, 1980

ESTIMATED COMPLETION DATE: N/A

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 4 SUPERVISION 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 137

WORK DAYS USED

CALENDAR DAYS USED 184

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 1,019,343.50

EXCLUSIVE OF ENGINEERING: $ 938,514.50

ENGINEERING AUTHORIZATION: $ 80,829.00

PERCENT OF CONTRACT COMPLETED BASED ON Contract COST: 98%

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 938,514.50

ENGINEERING COST TO DATE: $ -0-

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION

DATE PROJECT WAS COMPLETED: November 20, 1980

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 0 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

Mob.	Excav.	SBs	Demo	TBs	Lagging		
100%	97%	100%	80%	100%	90%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

Continuous Flight Auger Drill, truss mounted, and power plant (D.B. Murphy Co.). 75 T Mobile Crane (Gray's Crane)

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Not Recorded			
FRIDAY	Not Recorded			
SATURDAY				

RECEIVED
DEC 9 1980
CONSTRUCTION
BRANCH

[illegible]
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11-23-80 SUNDAY	No Activity.
11-24-80 MONDAY	Drill and install remedial TB #66 and 67 with D.B. Murphy continuous flight auger. TB testing: Passed #69, 68 and 64.
11-25-80 TUESDAY	Drill and install remedial TB #64, 65 & 69 with D.B. Murphy continuous flight auger.
11-26-80 WEDNESDAY	TB testing: Passed #56 remedial. Lag at North elevation. Demobilize D.B. Murphy continuous flight auger.
11-27-80 THURSDAY	Thanksgiving Day - No Activity
11-28-80 FRIDAY	Thanksgiving Holiday - No Activity.
11-29-80 SATURDAY	No Activity.

REMARKS

Status: The contract "clock" was stopped for Wagner on 11/20/80. At that time all contract TBs had been installed and mass excavation had been substantially completed. These critical activities permitted the start of the Phase II Contractor's "clock" on 11/21.

This week, the final five remedial TBs were installed along Main Street. These failures were due primarily to inherent soil and utility problems, and are being considered punch list items along with the remaining installation of lagging which must follow successful testing of these remedial TBs.

SIGNED LOCATION Jobsite
R. F. Oberlander

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

L

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 3, 1980

In Reply Refer to
File No.: ROW 12

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 4
File 46993
FAP No. I-205-7(76)312 (JAIL)

Some of the tiebacks as originally designed for the shoring at the Justice Center site, have failed to sustain their design load. Design of corrective measures was required. In order to do this and to provide inspection of the corrective work by the soils consultant, it was necessary for the Architect to obtain the services of the consultant (Rittenhouse-Zeman & Associates). These services are beyond those previously contracted for and require a supplement to our State/Architect Agreement. Such work is the subject of the enclosed Supplemental Agreement No. 4.

The addition of this work is an amount not to exceed $8,660, increases the limitation of architectural services under the original agreement, previous supplements, and this supplement to an amount not to exceed $2,557,685.

We request your concurrence of the verbal approval for this work and approval to proceed as of September 22, 1980 as received from Robert Pillsbury on September 25, 1980.

Please return one signed copy of the agreement for our files.

RWE:jh;pf

bcc: F. B. Klaboe✓
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. B. Boyd

RECEIVED
DOT DIRECTOR
NOV 3 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I 205-7(76)312

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 00063

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ ☐

RECEIVED
STATE HWY ENGR
OCT 2-'80
REFER TO Moehring
FOR
File

10-7
orig

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED 4-9-80

DATE AUTHORIZATION EFFECTIVE 7-11-80

FEDERAL ROUTE NUMBER N/A

STATE ROUTE NUMBER N/A

GENERAL LOCATION:

Portland/Multnomah Justice Center - Phase 1

GENERAL DESCRIPTION OF WORK:

Adjust Traffic Signal Vault and Traffic Signal Poles and Attachments

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of July 11, 1980, as requested in Mr. Keasey's letter of September 10, 1980 as being in the public interest for the use of City Forces to proceed with the above work. City Force Order No. 1 is approved for TEC NTE $42,563 - Federal Funds $39,250.

DATE 9-22-80

SIGNATURE OF APPROVING OFFICIAL G. K. H

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-018

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 15, 1980

NOTED
E. S. HUNTER

Tuck Wilson, Director
Department of Justice
Services
1021 S.W. Fourth Avenue
Portland, Oregon 97204

RE: Justice Center
Contract 9122
Excavation & Shoring
Construction Manager
Report #5
File 46993
FAP No. I-205-7(8)311 (JAIL)

Dear Tuck:

Attached for your information is our Construction Manager's report dated August 30, 1980, (Report #5).

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
attach.

cc: Tom Walsh w/attach.
E. S. Hunter w/attach.
Glen Green w/attach.
Earl Bradfish w/attach.

RECEIVED
TECHNICAL S[illegible]
SEP 1[illegible]
REFER TO
TO:
Info

Form 734 3120

Turner

MANAGEMENT REPORT NO. 5

PROJECT: Justice Center Portland

DATE: August 30, 1980

I. DESIGN

A. Progress

Date	Description
1-7-80	Concept Documents Issued
4-10-80	Phase I Documents Issued for bidding
4-15-80	Schematic Documents Issued
5-1-80	Phase I Bids Received
5-21-80	Phase I Start of Construction
7-15-80	Design Development Documents Issued
7-21-80	Phase II Documents Ready for Bidding
8-28-80	Phase II Documents Issued for Bidding
9-25-80	Phase II Bids to be Received
--	Construction documents are in progress for Phase III

B. Factors Affecting Design Progress

1. The sentenced offender decision has been reached. The sentenced offenders will remain in this Project and design should proceed with the additional floor of housing.
2. The A/E has been directed to stop detailing the exterior wall pending review of Turner's Value Engineering Report (see E. Owner Directives).
3. The construction of the Cell-Mock-up was delayed pending review of details by Turner.
4. As mentioned in the previous reports, Design must proceed in accordance with owner budgets. A value engineering report prepared by Turner is required on the 17th of September to identify possible cost savings areas.

C. Project Budget

	State/Fed		City		County		Retail	
	Budget	Indicated	Budget	Indctd.	Budget	Indctd.	Budget	Indctd.
Construction	34.00	33.50	10.43	10.90	5.00	5.00	.52	.52
Design/Mgmt. Contingency	5.00	5.15	1.60	1.60	.50	.50	.10	.10
Misc. Costs	.54	.54	.27	.27	(.22)	(.22)	-	-
Total Budget	39.54		12.30		5.28		.62	
Total Indicated		39.19		12.77		5.28		.62

Project Budget Cost - $57.74 Million

Project Indicated Cost - $57.86 Million

D. Schedule Outlook/Predictions/Delays

Item	Reason	Duration
1. Lenox Hotel	Potential Historical Landmark	6 weeks
2. Time Extension Phase I Construction	Allow use of U.S. made steel products	8 weeks
3. Delay award of Phase I contract	Federal approval of award City budgeting overrun	3 weeks
4. Delay in completing Phase II documents	Budgeting-all owner groups	4 weeks
5. Delay Bid Period Phase II	Federal approval due to City Budgeting	4 weeks
6. Time Extensions Phase II	Construction during winter	4 to 6 weeks

Current predictions as of July 31, 1980 report show Detention completion October 1982 and March 1983 for Project Completion. However, with item 5 now identified as 4 weeks there is no possibility to overlap the start of Phase II construction with the completion of Phase I. In addition Delay No. 6 will eliminate most chances of starting Phase III prior to completion of Phase II. We expect the Phase II contractor to have legitimate time extensions for construction during the winter months. Our 5 month (150 calendar day) construction period was based on performing that work prior to the winter period.

Taking items 5 and 6 into consideration an additional delay to the project of from 4 to 6 weeks is probable. We now estimate completion of D.D.C. in mid November 1982 and Project Completion in May 1983.

E. Owner Directives

The owner has directed the Construction Manager to prepare a value engineering analysis of the Project. The report should review design and performance features which are beyond what is necessary for function or operation.

As a result of the above, the owner has directed the A/E to stop detailing on the exterior wall system until after presentation of the value engineering report.

II. CONSTRUCTION

A. Progress Reports/Progress Photographs

1. See Attachment 1 - Manpower Summary, Weekly Activities Reports, Schedule Meeting Minutes.
2. Progress Photos - See Attachment 2.

B. Factors Affecting Progress

Wagner Construction is 65% complete with the Excavation/Shoring construction and approximately two weeks behind their original schedule. Recovery efforts to date have included evening overtime and Saturday operations. In addition, a second drilling rig is being mobilized for early September. We believe that with two drills in operation, Wagner should still complete by the specified 10/19/80 end date.

Delays in production have been due mainly to Wagner problems in obtaining acceptable domestic structural steel for soldier beams. This critical path activity has since been substantially completed, and future construction should no longer be restrained by material procurement problems.

C. Potential Claims

None.

D. Modification Summary

	Description	Status	Amount	Authorization
1.	Alternate Shoring Design	Approx.	$30,000 credit	--
2.	Main Street Shoring	Apprvd.	21,467	P.A. #2
3.	Training Program	Apprvd.	800	P.A. #1
4.	Soldier Beam footing change	Approx	N/C	--
5.	Time Extension	Apprvd.	1 day	Letter 7/24/80
6.	Revise Excavation Elevations	Approx	3,600 credit	--
7.	Traffic Signals/Vaults	Apprvd.	42,562	F.W. #1
8.	Unantcptd. soil condtns-SB's	Approx	15,000	--
9.	Unantcptd. soil condtns-TB's	Approx	40,000	--
10.	Main St. Shoring & Time Exten.	Approx	1,000	--
11.	Pile through Elect. Vault	Approx	2,500	--
12.	Penalty for Foreign Steel	Approx	1,000 credit	--
13.	Dig Test Holes	Approx	500	--

E. Shop Drawing/Submittal Status

	Description	Status	Date
1.	Equivalent Steel Sections	Approved	7/7/80
2.	Alternate Tieback System Drawing Calculations	App. as Noted Approved	7/29/80 7/29/80
3.	Concrete Design Mix Soldier Beam Bases Soldier Beam Pump Mix	App. as Noted App. as Noted	6/30/80 6/30/80
4.	Concrete Design Mix Tieback - Pump Mix	App. as Noted	7/14/80
5.	Test Procedure - East Elevation	App. as Noted	7/21/80
6.	Request to Subcontract Excavation	Approved	7/24/80
7.	Apprentice Training Program	Approved	7/24/80
8.	PGE Manhole Interference	Approved	7/25/80
9.	Corrective Measures for SBs 79F, 79G, 79H	Submitted to A/E	9/3/80

F. Testing/Inspection

GEOTECH: Rittenhouse-Zeman continued daily spot observations of soldier beam drilling operations. 100% coverage of tieback installation began 7/30 and continued thru 8/25. TCC began continuous inspection on 8/26, supplemented by R-Z checks every other day.

All tieback anchors installed to date (81 each) have successfully tested out at 150% or 125% of working load, as required.

STRUCTURAL: N.W. Testing continued testing 2500 psi concrete at soldier beams and 3000 psi grout at tieback anchors on a daily basis. Strength problems have developed for both mixes; 5 sampling at 2500 psi and 1 sampling of 3000 psi have tested unsatisfactorily. Wagner has taken corrective action with the concrete supplier, Western Pacific, to ensure the quality of future placements. At existing understrength locations, requirements for possible field corrections are pending structural analysis and field test loading

The following is a summary of inspections and tests:

Grout -	N.W.T. - 14
Concrete - (7 day strength)	N.W.T. - 25
(28 day strength)	N.W.T. - 20
Welding	N.W.T. - 6
Structural Steel (Strength/Yield)	O.D.O.T. - 1
Soils (Observations)	R-Z - 40
Soils (Observations)	T.C.Co. - 11

G. A. Current Construction Drawings and Specifications - Phase I

Description		Date	Drawing No.
Title Sheet		2/12/80	--
Site Excavations	Sheet 1	7/25/80	36000
Elevations	Sheet 2	7/28/80	36001
Elevations	Sheet 2-A	3/18/80	36001A
Topographic	Sheet 3	2/13/80	36002
Shoring Details	Sheet S-1	6/16/80	36003
Shoring Plan	Sheet S-2	6/16/80	36004
Shoring Elevations	Sheet S-3	6/16/80	36005

The following Architect sketches have been issued for Construction:

Main St. Shoring	5/29/80	R.S.-1
Main St. Shoring	5/29/80	R.S.-2
Main St. Shoring	5/29/80	R.S.-3

The following Turner sketches have been approved for Construction:

Alt. Footing Detail	6/16/80	S-1
PGE Vault Detail	7/17/80	S-1

B. Current Plans for Proposed Project - Phase II

Description	Sheet No.	Date	Drawing No.
Plan, Site Existing		7-28-80	36006
General Notes & Typical Details	S1	7-28-80	36007
Foundation Details	S2	7-28-80	36008
Plan LL2-Foundation	S3	7-28-80	36009
Plan LL1-Framing	S4	7-28-80	36010
Plan First Floor-Framing	S5	7-28-80	36011
Plan Second Floor-Framing	S6	7-28-80	36012
Column Schedule	S18	7-28-80	36013
Column Schedule & Detail	S19	7-28-80	36014
Joist Schedule & Detail	S20	7-28-80	36015
Beam Schedule & Detail	S21	7-28-80	36016
Slab Schedule & Detail	S22	7-28-80	36017
Elevations, Shear Walls	S23	7-28-80	36018
Sections & Details	S24	7-28-80	36019
Plan LL2-Plumbing	P1	7-28-80	36020
Plan LL1-Plumbing	P2	7-28-80	36021
Plan First Floor-Plumbing	P3	7-28-80	36022
Plan Second Floor-Plumbing	P4	7-28-80	36023
Plan LL2-Power & Signal	E4	7-28-80	36024

Information Only Plans:

Wagner Shoring Details	6-25-80	80172-1
Plan LL2 Level	7-11-80	4
Plan LL1 Level-Intake	7-11-80	5
Plan 1st floor-Central Precinct	7-11-80	6
Plan 2nd floor-DDC Lobby	7-11-80	7
Building Sections	7-11-80	27
Partial Building Sections	7-11-80	28
Shoring-Plan Sheet S-2	6-16-80	36004

H. Quality Control/Safety/EEO

Quality Control - 6 Quality Control Memos for workmanship have been issued to Wagner to date. Corrective action satisfactory - 5. Pending action - 1. (Understrength concrete).

Safety - No accidents, injuries or damages have occured this reporting period. Wagner Safety Meeting #3 was conducted on 8/22/80. No TCC Safety Memos issued to Wagner this period--operations generally satisfactory.

EEO - The combined trades percentage of minority and female workers continues to meet or exceed the specified goals. Wagner's company affirmative action program was discussed with his field force on 8/22/80.

Prepared By: J. P. McCarthy
J. P. McCarthy, Project Manager

cc: Bob Ellison - 5
Jack Cornwall - 3
TCCo. - 5

Turner

Progress Report for Month of August, 1980

	Mandays		
	F	J	A
Week of August 4, 1980			
Wagner Construction - General Contractor	10	30	5
Eudaly Brothers - Excavation	0	24	0
Owner Oper. - Welding	0	5	0
Week of August 11, 1980			
Wagner Construction - General Contractor	10	27	5
Eudaly Brothers - Excavation	0	51	0
Owner Oper. - Welding	0	5	0
Week of August 18, 1980			
Wagner Construction - General Contractor	11	35	5
Eudaly Brothers - Excavation	0	58	0
Owner Oper. - Welding	0	6	0
Week of August 25, 1980			
Wagner Construction - General Contractor	12	34	6
Eudaly Brothers - Excavation	0	109	0
Owner Oper. - Welding	0	6	0
	43	390	21

Summary

Manpower, this Month	454
Manpower, to Date	864

R. F. Oberlander

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

8-3-80 SUNDAY	
8-4-80 MONDAY	Drill, set & place upper tiebacks #41 (redrill) 29, 27, 26, 25, 24, 23, 22, 21 & 20. Welder continues preparation of north elevation soldier beams.
8-5-80 TUESDAY	Drill, set & place upper tiebacks #19 - #4. Excavation resumed at upper tieback bench at west elevation.
8-6-80 WEDNESDAY	Drill, set & place SB 55, 57 & 59. Lagging placement on west elev. Excavation operations continued.
8-7-80 THURSDAY	Drill, set & place SB 56, 58 & 60. Production anchor test upper elev #48. Angle clip cracked before 100% load, test discontinued. Excavation continued, lagging placed at completed upper level tieback locations.
8-8-80 FRIDAY	Drill, set & plac SB 61, 62, 63. Production anchor test: #48 resumed & failed - strand broke, #47 Stressed to only 100%, #46 test discontinued. Excavation continued.
8-9-80 SATURDAY	No activity.

REMARKS

1. Status: Nine soldier beams were placed at North Elevation. Completion of this activity is pending delivery of additional structural steel for use in North Elevation. Tiebacks (upper level) are now substantially complete at the south elevation and 75% complete at the east elevation. Excavation is complete to tieback level (upper).

2. Next Week:
   TB's - Install upper row at west elevation.
   Demo - Retaining wall & sidewalk vaults at West Elevation.
   Excav/Lag - To lower TB level at east & south elevations pending successful anchor tests at upper TBs at those locations.

SIGNED ______ LOCATION Jobsite
R. F. Oberlander, Turner Construction

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT [illegible] COPIES

SP-12 6

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

8-10-80 SUNDAY	No Activity.
8-11-80 MONDAY	Drill and install upper TBs #96-#107. Conduct 125% working load test on upper TBs #41, 40, 38, 37, 36, 34 & 33. Mass excavation continues.
8-12-80 TUESDAY	Drill and install upper TBs #1, 2 & 3: Shut down in A.M. due to lack of work available. Conduct 125% working load test on upper TBs #32, 31, 30 & 29. Conduct 150% working load test on upper TB #39. Mass excavation continues. Receive 2nd delivery of lagging material. (Receive balance of SB steel at local fabricator shop.) District Council of Carpenters picket J/S with one man.
8-13-80 WEDNESDAY	Conduct 125% working load test on upper TBs #17, 18, 19, 21, 22, 23, 24, 25, 26, 27 and 28. Mass excavation continues. LDH 50 still idle. District Council of Carpenters picket J/S with one man; no impact on project. Lagging to TB level upper at SBs 49 to 62.
8-14-80 THURSDAY	Drill and install upper tiebacks #49, 50, 51, 52 & 53. Conduct 150% load test on upper TBs #20 & 4. Mass excavation continues. District Council of Carpenters picket J/S with one man; no impact to project.
8-15-80 FRIDAY	Drill, set and place SBs #79F, 79G & 79H. Drill and install TB upper #54. Conduct 125% working load test on upper TBs #14, 5, 6, 7 & 8. Mass excavation continues. District Council of Carpenters picket J/S with one man; no impact on project. Demolition began on sidewalk vaults, 3rd Avenue.
8-16-80 SATURDAY	No activity.

REMARKS

1. Status: SBs - Remaining work (all at North elevation) has resumed now that balance of steel has arrived from the Mill.
   TBs - Upper row is complete on east, south, and 45% of west elevation.
   Excav- Excavation is now in progress between the upper and lower TB bench adjacent to the east and south elevations.
   Lagging - Complete to upper TB level with exception of retaining wall area at NW corner.
2. Next Week:
   SBs - Continue installation of SBs at north elevation
   Demo - Complete demolition of retaining walls at west elevation.
   Excav/Lag - Continue to lower TB level at east & south elevations.

SIGNED R. F. Oberlander Jobsite

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT [illegible] COPIES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

8-17-80 SUNDAY	No activity.
8-18-80 MONDAY	Drill, set and placed concrete in SBs #79L, 79K, 79J, 79E, 79B, 79D and 79. Continue mass excavation between upper and lower TB benches along east and south elevations. Continue lagging.
8-19-80 TUESDAY	Drill, set and place concrete in SBs # 79C, 78 & 76. Drill only SB 79A (filled with lean mix). Continue mass excavation between upper and lower TB benches along east and south elevations. Continue lagging. Conducted successful TB 125% tests on upper TBs #16, 15, 13, 12, & 11.
8-20-80 WEDNESDAY	Drill, set and place concrete in SBs #70 & 69. (LDH 50 breaks down at 2:10 p.m.) Continue mass excavation between upper and lower TB benches along east and south elevations. Continue lagging. Conducted successful TB 125% tests on upper TBs # 1, 2, 3, 9, 10 & 107.
8-21-80 THURSDAY	Drilled, set and placed concrete in SB #~~76~~75. (LDH operations beginning 1:30 p.m.) Continue mass excavation between upper and lower TB benches along east and south elevations. Begin haul out-of rubble from retaining wall demolition. Continue lagging. No TB testing today; testing apparatus being calibrated.
8-22-80 FRIDAY	Drill, set and place concrete in SB's # 73, 74, 77 & 79A. Continue mass excavatio between upper and lower TB benches along east and south elevations. Continue lagging. Conducted successful TB 125% tests on upper TBs #42, 43, 44 & 45.
8-23-80 SATURDAY	Begin core drilling thru electric hand hole at SB # 71. Excavate into stockpile, no haul-out today. Conducted successful TB 125% tests on upper TBs #46, 48, 49, 51, 52 & 53. Limited demo at NW retaining wall (crane breakdown)

REMARKS

1. Status: SBs - Complete at E, S, W Elevations. 80% at N elevation.
   TBs - No change from last week. (LDH 50 working SBs only)
   Excav - Approaching lower TB level on E and S elevations. At other elevations, excluding ramp, down to upper TB level.

2. Next Week:
   Demo - Complete removal of NW retaining walls
   TBs - Complete west elevation, upper. Begin north elevation (west end).
   Excav - Cut to TB bench at north elev. (west end)
   Lagging - Follow excavation and demolition.

SIGNED R. F. Oberlander LOCATION Jobsite

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

8-24-80 SUNDAY	No Activity.
8-25-80 MONDAY	LDH 50 installed upper TBs #86 thru #95. Drilled test hole at lower TB #30. Tested TBs #98 - #105, upper. Mass excavation continues. Demolition of NW retaining walls continues using crane and wrecking ball. Received third delivery of lagging material.
8-26-80 TUESDAY	LDH 50 installed upper TBs #81 - #85. Drilled SB #71 & 72 (O.T. to avoid conflict with excav.) Mass excavation continues. Demolition of NW retaining walls continues using crane and wrecking ball. Lagging continues. Portland DPW crews repair sewer system on Main St. (15" VSP alledgedly obstructed by Wagner grout).
8-27-80 WEDNESDAY	Conducted 150% working load test on upper TB #106. Completed drilling, set and placed SB #71 & 72 (O.T.). Mass excavation continues. Demolition of NW retaining walls continues using crane and wrecking ball. Lagging continues. DPW continues work at Main Street: tie-in of Hamilton Hotel house sewer to 30" VSP, abandon old connection to blocked 15" VSP. LDH 50 down most of day for repair, lack of available work.
8-28-80 THURSDAY	D S & P SB #66, Drilled only SB #65. (layout problem, SB65 removed from hole). Mass excavation continues. Demolition of NW retaining walls continues using crane and wrecking ball. Lagging continues. DPW continues work on Main St. Tested upper TB #5 to 125% working load. LDH 50 idle most of day: repair, lack of work.
8-29-80 FRIDAY	LDH 50 down for repair. Mass excavation continues. Demolition of NW retaining walls continues using crane and wrecking ball. Lagging continues.
8-30-80 SATURDAY	Repair LDH 50. Mass excavation continues. Lagging continues. Half day of work due to heavy rainfall. Shut down at noon.

REMARKS

Status: SBs: Complete, with exception of several at temporary access ramp location at Main Street.
TBs: Upper level TB's are complete at E, S and W elevation. Further activity pending development of work area by excav/lagging operation.
Excav: At lower TB level E & S elevation, half way to lower TB level at W elevation

Next Week:
TBs: Begin lower TBs W elevation. Same for E elevation with Drill #2.
Excav/Lagging: Complete to lower TB working bench at W and N (W) elevations.

SIGNED RF Oberlander LOCATION Jobsite
R. F. Oberlander

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

Turner

SCHEDULING MEETING NO. 7 - EXCAVATION/SHORING

PLACE: Justice Center Project Office
1221 SW 1st
Portland, OR 97204

DATE: August 29, 1980

TIME: 2:00 P.M.

ATTENDANCE: Bob Milmoe, Lou Pokorny - Wagner Construction, Pat Eudaly - Eudaly Bros. (Excav.), Russ Oberlander - Turner

DISCUSSION:

1. Current Construction Schedule
   Original, dated 6/25/80 by Wagner Construction Company
   Revision 1, dated 8/18/80 by Wagner Construction Company
   Revision 2, dated 9/1/80 by Wagner Construction Company (attached)

2. Contract Completion Time

   Start: May 21, 1980 Complete: October 19, 1980
   Duration: 151 Calendar Days

   Elapsed CD's*: 101 Remaining CD's*: 50

3. Progress (*indicates behind schedule) Data based on 6/25 schedule.

Activity	SSD	ASD	SCD	ACD	% Complete
Mobilize	5-21	5-21	6-5	6-9	N/A
Demolition	7-18	8-15*	7-25	*	80%
Soldier Beams	6-12	6-10	7-21	*	97%
Excavation	7-3	6-23	10-3	-	66%
Tiebacks	7-22	7-30*	9-26	-	41%
Lagging	7-8	7-7	10-3	-	32%

   The soldier beam activity has been intermittent, due to timing of structural steel deliveries, as follows: 6/10 - 7/7, 7/23 - 7/29, 8/6 - 8/8, 8/15 - 8/22.

4. Problems/Recovery Actions

   a. Execution of weekly schedule.
      1) SB's. North elevation did not complete due to LDH 50 maintenance problems and to avoid conflict between drill rig and temporary ramp access. 3 SBs remain to be installed - not presently on critical path.

      2) TB's: North elevation, west end, could not start. Excavation not completed at this location.

      Wagner reports that J. Wagner, Milmoe, and Pokorny met with Eudaly, Sr. in effort to increase production. Eudaly promised to increase truck count and to work Saturday 8/30.

b. 3000 psi concrete strengths. Wagner is unhappy with strength gain - requires 2000 psi in five days in order to make schedule. Will revise his design and possibly switch suppliers. Milmoe follows for submittals of redesign (and for initial/submittal of grout mix for use with proposed continuous flight auger drill.)

c. Wagner reports another delay in mobilizing drill rig #2. ETA estimated as 9/5/80.

d. A revised project schedule, dated 9/1/80 was developed today to recover recent delays due to excavation and late arrival of the second drill rig.

5. Activities for Next Week, as per Wagner Schedule dated 9/1/80:

   a. Tiebacks - LDH 50 to begin installation of W elevation, lower TB's. Mobilize Continuous Flight Auger (CFA), begin E elevation, lower TB's.

   b. Excavation - Remove material from North elevation, west section, to TB bench elevation.

6. Requests

   Wagner submits and requests A/E review of "Alternate TB procedure" submittal for possible emergency use at remaining TBs.

7. Quality Control

   a. Wagner submits response to QC #6 for A/E review. (re: unacceptable SB base concrete strength.)

   b. Turner reviewed construction of final ramp. Requires controlled lifts, 95% compaction with an all weather gravel surface. Turner will accept native material for the ramp, providing the above criteria are met, and that no plastic material is placed in the top six foot of grade. Bob Milmoe follows for submittal of a proposed standard OSHD wearing course and samples for testing.

Preapred by:

R.F. Oberlander

R. F. Oberlander
Project Superintendent

cc: Those present
J. Wagner - So. San Francisco

File: Meetings - Weekly Scheduling

Enclosure: 9/1/80 Schedule

Turner

WEEKLY SCHEDULING MEETING NO. 6 - EXCAVATION/SHORING

PLACE: Justice Center Project Office
1221 SW 1st
Portland, OR 97204

DATE: August 22, 1980

TIME: 2:00 P.M.

ATTENDANCE: Lou Pokorny - Wagner Construction, Pat Eudaly - Eudaly Bros.(Excav.)
Russ Oberlander - Turner

DISCUSSION:

1. Current Construction Schedule

Original, dated 6/25/80 by Wagner Construction Company
Revision 1, dated 8/18/80 by Wagner Construction Company

2. Contract Completion Time:

Start: May 21, 1980 Complete: October 19, 1980
Duration: 151 Calendar Days

Elapsed CD's *: 95 Remaining CD's* 56 *thru 8/23

3. Progress (*indicates behind schedule) Data based on 6/25 schedule.

Activity	SSD	ASD	SCD	ACD	% Complete
Mobilize	5-21	5-21	6-5	6-9	N/A
Demolition	7-18	8-15*	7-25	*	45%
Soldier Beams	6-12	6-10	7-21	*	90%
Excavation	7-3	6-23	10-3	-	50%
Tiebacks	7-22	7-30*	9-26	-	33%
Lagging	7-8	7-7	10-3	-	22%

The soldier beam activity has been intermittent, due to timing of structural steel deliveries, as follows: 6/10 - 7/7, 7/23 - 7/29, 8/6 - 8/8, 8/15 - present.

4. Problems/Recovery Actions

Wagner 8/18 Recovery Schedule not being executed: Demolition is behind schedule because the activity has only been worked on intermittently. L. Pokorny also advises that second drilling rig will not be in production 8/25. ETA now 8/27 with production beginning 9/2.

L. Pokorny also advises that SB operation on Main Street is going slower than he anticipated due to drilling difficulties. (This activity, however, appears to be proceding as per 8/18 WCC schedule)

Action: Wagner will be working Saturday 8/23 to make up for lost time on demolition. LDH 50 will work SBs so as to free up for TB installation previously scheduled for second drill rig.

WCC 8/18 schedule was reviewed and logic was modified to reflect late start of second drill rig. L. Pokorny to formally resubmit.

5. Activities for Next Week. L. Pokorny advises as follows:
   a. Soldier Beams: LDH 50 to complete No. elevation NLT 8/25.
   b. Tie Backs: LDH 50 to begin upper TBs, west elevation 8/26. Begin north elevation, west end on 8/28.
   c. Excavation/Demolition: Demolition of west retaining wall to complete by 8/23 in preparation for TBs. Demo of north retaining wall and sidewalk vaults, followed by excavation at north elevation, west end down to drilling bench for TBs, all to complete by 8/27/80.
   d. Lagging: Continues to follow excavation. Special emphasis at north elevation behind demolition.

6. Requests
   a. Schedule - WCC Recovery Schedule (Revision 2) required ASAP - L. Pokorny follows.
   b. Survey - TCCo requested that the first weekly monitoring of soldier piles commence next week. L. Pokorny follows.
   c. Wagner Claim - TCCo requested that daily time tickets be presented for verification as per TCCo letter dated 8/8/80 to WCC. No tickets have been received to date.
   d. WCC would like written permission to drill SB thru existing Main Street electrical handhole. TCC follows.

7. Safety
   a. L. Pokorny advises that there have been no accidents or injuries to date. WCC Safety Meeting conducted 8/22, report follows.
   b. TCC requested that safety cable be installed on 3rd Avenue ASAP. L. Pokorny to comply NLT 8/26.
   c. TCC requested that public streets and sidewalks along haul route be cleaned thoroughly. L. Pokorny will hit with water truck tonight and clean sidewalk tomorrow.

Prepared by:

R. F. Oberlander
Project Superintendent

Distribution:

Those Present

J. Wagner - So. San Francisco

File: Meetings - Weekly Scheduling

Enclosure: 8/18 Schedule

Turner

WEEKLY SCHEDULING MEETING NO. 5 - EXCAVATION/SHORING

PLACE: Justice Center Project Office
1221 SW 1st
Portland, OR 97204

DATE: August 15, 1980

TIME: 1:00 P.M.

ATTENDANCE: Bob Milmoe, Lou Pokorny - Wagner Construction. Russ Oberlander - Turner Construction.

DISCUSSION:

1. Current Construction Schedule

Original, dated 6/25/80 by Wagner Construction Company.

2. Contract Completion Time:

Start: May 21, 1980 Complete: October 19, 1980
Duration: 151 Calendar Days

Elapsed CD's*: 88 Remaining CD's*: 64 *thru 8/16/80

3. Progress (*indicated behind schedule) Data based on 6/25 Schedule.

Activity	SSD	ASD	SCD	ACD	% Complete
Mobilize	5-21	5-21	6-5	6-9	N/A
Demolition	7-18	8-15*	7-25	*	25%
Soldier Beams	6-12	6-10	7-21	*	82%
Excavation	7-3	6-23	10-3	-	40%
Tiebacks	7-22	7-30*	9-26	-	33%
Lagging	7-8	7-7	10-3	-	20%

The soldier beam activity has been intermittent, due to timing of structural steel deliveries, as follows: 6/10 - 7/7, 7/23 - 7/29, 8/6 - 8/8, 8/15 - present.

4. Problems/Recovery Actions

Recovering lost time due to structural steel shortage continues to be the major schedule problem. The last shipments of mill steel arrived today, one week behind the promised delivery date discussed at Scheduling Meeting No. 4. Soldier beam holes were not predrilled at the north elevation as planned due to poor soil conditions; Wagner was fearful of losing these holes and decided to wait until arrival of steel.

Consequently, a second drill rig had not yet been mobilized.

At this meeting, Bob Milmoe drafted a recovery schedule for the balance of the job. The key milestone of this schedule is the employment of the second drill beginning 8/25/80. Milmoe follows to transmit this schedule in final form, by telephone if necessary, early next week.

Problem: Grout mix, 3000 psi, is not gaining initial strength at a rate satisfactory to Wagner. It is desired that 2000 psi be achieved in 3 to 5 days in order to expedite stressing of tieback anchors. Milmoe follows to revise mix with the concrete supplier, Western Pacific.

Prepared by:

RF Oberlander

R. F. Oberlander
Project Superintendent

Distribution:

Those Present

J. Wagner - So. San Francisco

File: Meetings - Weekly Scheduling

ROW 12 L.

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

August 11, 1980

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: R. W. Ellison
Project Manager

SUBJECT: City/County Justice Center
State/Architect Agreement
Supplements
File 46993
FAP No. I-205-7(8)311 Jail

Mr. D. E. Swan's letter dated July 25, 1980, transmitted to you Supplement No. 1 to the State/Architect Agreement of January 28, 1980. This was actually Supplement No. 2 instead of No. 1. Supplement No. 1 was a letter dated March 12, 1980, covering the cost of designing the shoring required around the perimeter of the excavation for the Justice Center.

RWE:jh

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

RECEIVED
DOT DIRECTOR
AUG 12 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

July 25, 1980 PRO 6

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Justice Center
State/Architect Agreement
Supplement No. 1
File 46993
FAP No. I-205-7(8)311

H. S. COULTER

RECEIVED
STATE HWY ENGR
JUL 28 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The original State/Architect agreement (dated January 28, 1980) for the design of the Justice Center inadvertently omitted the printing of contract plans. Printing of plans for the Shoring and Excavation Contract was done under the original agreement as a courtesy by the Architect in order to expedite construction. Printing of plans for the substructure which is to be advertised soon, is the subject of the enclosed Supplemental Agreement No. 1.

The plans required, include 30 full-size sets, 200 half-size sets (17"x22") and the 12 small sets 11"x18" which are required for FHWA records. The Architect obtained three telephonic quotations for printing as indicated in the attached letter.

The addition of this work in an amount not to exceed $2,000, increases the limitation on architectural services under the original agreement and this supplement to an amount not to exceed $2,542,000.

We request your approval of this Supplemental Agreement, authorization to proceed with the work by the Consultant and return of one approved copy.

DES:sr
Attachments

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
R. W. Ellison

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H S Coulter)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 8-4-80	INSPECTION MADE BY R. W. Pillsbury	Original Signed By R. W. PILLSBURY Research & Technology Engineer	PROJECT NO. I-205-7(76)312

IN COMPANY WITH
R. Ellison, OSHD; J. McCarthy, R. Oberlander, Turner Company

LOCATION
Downtown Portland block bounded by 2nd & 3rd, Main & Madison Streets.

CONTRACTOR NAME AND ADDRESS
Wagner Construction Company, So. San Francisco, California

AWARD DATE 5-9-80	CONTRACT AMOUNT $744,500	TIME ALLOWED 150 days	TIME STARTED 5-21-80	WORK STARTED 6-9-80
QUALITY OF WORK Satisfactory	PROGRESS OF WORK See below	TIME ELAPSED 50%	WORK COMPLETED 29%	

RECEIVED
STATE HWY ENGR
AUG 7 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS

JUSTICE CENTER
Excavation, Removal & Shoring

This contract provides for the excavation of the foundation for the Multnomah County Justice Center complex. This complex is a functional replacement of the Rocky Butte Jail that is being removed as a part of the I-205 construction in Portland. The complex will fill an entire City block and include a 16 story tower and two basements. The complex will include not only the jail facilities, but also County courts and City police facilities under joint financing. This project is for the excavation of the basement, with associated shoring. The excavation will be some 30 feet deep over the entire block.

Work completed includes soldier beams on three sides and about 30 percent of the excavation. The contractor was installing tiebacks and has the first layer done on one side and was starting down the second side with the top layer.

The Contractor is about two weeks behind schedule, but can catch up. The Construction Manager, Turner Company, is encouraging the Contractor to bring in another drill rig. The problem has been getting steel piling for the soldier beams.

The contract requires the steel to be domestic in origin and the Contractor tried to bring two shipments of foreign steel on the job. It was found and rejected and removed, but not before four piling

cont'd

were placed. These will be removed or the Contractor penalized severely for their use. This is still being negotiated.

The contract required the tieback system be tested. The tiebacks are drilled holes under the adjacent City streets which are filled with prestress strand, grouted, and tensioned. The test was successful and work is proceeding.

Test reports were reviewed and found to be acceptable. Northwest Testing of Portland is doing the work.

Traffic control is a problem in this downtown location and there have been problems noted in the past with concrete trucks discharging from the City streets. The Construction Manager has kept pressure on the Contractor and control is improving. Work will soon be done around the perimeter of the block and the problems should lessen.

A female trainee was noted working on the project.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 1- _05-7(8)311

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Multnomah

ITEM NO. I-447

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 17 '80
REFER TO
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-20-80

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

N. E. Glisan - N. E. Siskiyou

GENERAL DESCRIPTION OF WORK:

Portland/Multnomah Justice Center - R/W Functional Replacement -Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-20-80 this will confirm the advance approval date of 3-20-80 for the City of Portland to adjust traffic signal vault and traffic signal poles located within the area of excavation for the construction of the Justice Center on an actual cost basis TEC $42,562 - FF $39,251.

I approve the Agreement with the City of Portland.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE 7-15-80

SIGNATURE OF APPROVING OFFICIAL G.K. Hosner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-855

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

Highway
DEPT

378-6299
TELEPHONE

TO: File

DATE: May 30, 1980

FROM: R. W. Ellison
Project Manager
R.W. Ellison

SUBJECT: Justice Center
Shoring Revision
Prior Approval
File 46993
FAP No. I-205-7(8)311

NOTED
E. S. HUNTER

This date I obtained prior approval for a shoring revision from Bob Pillsbury, Federal Highway Administration, and Carroll Keasey, Oregon State Highway Division. The revision involves the shoring along the Main Street wall of the excavation and is estimated at approximately $75,000.

Due to the number of buried utilities under Main Street, the City of Portland believes the original tie back anchorage system is not satisfactory and may cause damage to the utilities.

The revision will involve heavier soldier piles used as modified vertical cantilevers with one row of tie backs instead of two.

RWE:jh

cc: Bob Pillsbury
Ed Hunter
Carroll Keasey
Walt Hart
John McCarthy

RECEIVED
TECHNICAL SERVICES
MAY 30 '80
REFER TO
FOR

TURNER CONSTRUCTION COMPANY

Minutes of Phase I Pre-Construction Meeting

Portland Justice Center

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUN - 6 1980
M AM ADM RBR CA RS
PMS AS CE OS TA RUE
0 1 2 3 4 F

NOTED
E. S. HUNTER

Place: Turner Project Office
1221 SW First
Portland, Oregon 97204

Date: May 29, 1980

Time: 1:00 p.m.

Attendance:

John P. McCarthy	Project Manager - TCCo.
Russ Oberlander	Project Superintendent - TCCo.
David A. Fencl	Project Engineer - TCCo.
R. L. Pokorny	Wagner Construction
Bob Milmoe	Wagner Construction
Robert Ellison	Oregon State Highway Department
Marie Stephens	Oregon State Highway Department
Dennis Destifano	Zimmer Gunsul Frasca Partnership
Jack Cornwall	Zimmer Gunsul Frasca Partnership
Grant Davis	KPFF
P. M. McClintock	Tri-Met
Tom James	Bureau of Traffic Engineering
Bill Wetmore	Bureau of Traffic Engineering
Jack Mason	Bureau of Traffic Engineering
Carl Gudmundson	City Street Lighting

Purpose:

To introduce the contractor to members of the management team, review operating procedures and contract performance requirement, and identify concerns for effective contract completion.

Discussion:

1. Introduction of attendees and identification of each person's role. An agenda was presented to map the points of discussion.

2. Communication:

   a. Turner's Business address: Turner Construction Company
   1221 SW 1st
   Portland, Oregon 97204

   b. Wagner's Business address: Wagner Construction Company
   P. O. Box 2924
   So. San Francisco, California 94080

   c. Until Wagner Construction Co. establishes a site trailer, mail to their Portland Superintendent will be delivered to Turner-Portland: Engineering and Contract Management for Wagner will be conducted from their So. San Francisco office.

RECEIVED
TECHNICAL SERVICES
JUN 6 '80
REFER TO

d. All correspondence to and from the contractor flows through the Construction Manager. Shop drawings should be mailed directly to the architect with Turner given one information copy, enclosure (1)

3. State EEO Interview/Consultation:

a. Marie Stephens reviewed the State's Affirmative Action requirements regarding minorities, women, and apprenticeship training programs.

b. Wagner Construction's EEO and M.B.E. officer is James Wagner, address noted above, see enclosure (2).

c. Discussion reviewed requirements for job site bulletin boards, posting of State's EEO policy, review of Wagner's EEO program at tool box safety meetings, and the requirement of one appreticeship position resulting in approximately 1,000 hours over the life of the contract.

d. The requirements of EEO placed on the contractor extends to suppliers and subcontractors with contract values in excess of $10,000. A required statement in this regard must appear on all purchase orders. An example is provided by the State, see enclosure (3).

4. EEO Reporting Procedures:

a. Dave Fencl recieved the program for reporting EEO information to the State and the importance of timely submission of these forms to insure release of monthly progress payments. Forms & Report Schedule for Contractor, Enclosure (4).

5. Safety-General Requirements:

a. The project is designated a "Hard Hat Area" extending to all trades and at all times.

b. The topic of Safety will be reviewed at Monthly Project Meeting.

c. Wagner will submit a copy of their firm's Safety Program to Turner as soon as possible for review.

d. Turner will be notified immediately in case of a serious injury or fatality to construction personnel or any injury or damage to the public. Note reporting requirements in specifications and on List of Submittals, enclosure (5).

6. Safety-Anticipated Hazards:

   a. Construction traffic is contractually limited to Second Avenue and Main Streets. Madison Avenue must remain open to the City from curb to curb at all times.

   b. Sidewalks on the site-block, North, West & South must be closed to pedestrian traffic. This contract requires construction of a pedestrian covered walkway on the East side.

   c. The contract requires installation of safety cable at the shored perimeter. In addition, a chain link security fence has been provided by others at the site perimeter. Wagner follows direct with Security Control Services (telephone: 255-3203) for rental of any additional fence components as required.

   d. Wagner stated that they do not intend to provide watchmen services. Site will be secured by fence and locks. In consideration of the minimal exposure to theft and vandalism for this phase of construction, Turner concurs with the Wagner security program as proposed.

   e. Portland General Electric duct banks are located dangerously close to the pile line on Main Street and on Third Avenue. Wagner is to exercise caution in this area.

   f. Demolition of retaining walls at Northwest corner of site: This operation must be sequenced carefully to avoid settlement of adjacent roadway.

   g. Actions:

      1. Wagner follows with city to determine requirements for traffic control signals and barricades. Wagner to submit detailed traffic control program for Turner approval.

7. Special Provisions:

   a. General Requirements

      1. Oregon State Highway Department General Provisions (Red Book), Part 100, apply to this contract.

      2. If Wagner is not registered to do business in Oregon, a report must be made within 60 days to the Department of Revenue with a copy to Turner. Progress payments will be witheld after the lapse of 60 days pending this action (re: Sect. 109.03)

      3. Project Coordination

         a. General condition items are the responsibility of Wagner Construction. Turner will maintain no field forces at this project.

b. Daily construction reports will be required from Wagner Construction.

4. Field Engineering - Final certification of line and grade by a registered surveyor is a contract requirement.

5. Construction Schedule

   a. The preliminary construction schedule was sibmitted by Wagner, see enclosure (6).

   b. The final detail schedule and a submittal control report is still required.

6. Schedule of Values

   a. Was submitted by Wagner at this meeting, see enclosure (7).

   b. Turner requests that applications for payment be received by the 25th of each month.

7. Temporary Facilities - Turner requests that Wagner coordinate the location of all major items of temporary plant with the Superintendent.

b. Excavation - Temporary control of street drainage is required in areas where existing curbs are removed.

c. Shoring:

   1. The City requires that two pull-out tests be conducted on tie-back anchors.

   2. Turner will follow to coordinate with Wagner, City and Soils Engineer.

8. Coordination Meeting with City Representatives

   a. City Streets and Traffic Control

      1. Northwest corner of block: temporary traffic signal pole will need to be rearranged atop the pile. It is not possible to move pole's location further into the street.

      2. Access to traffic signal poles on Southwest and Southeast corners must be maintained.

3. Contractor may purchase a "Movable Street Use-Permit" for restricted hours on a temporary basis, extending to the limit of the first lane line on the three perimeter streets except Madison. Permanent street permits will be purchased for the first eight feet from curb for all four streets.

b. Street Lighting:

1. Two jurisdication exist:
   Along 3rd Avenue-Portland General Electric
   Along Madison Avenue-City of Portland

2. Construction of all new buildings in the city require temporary lighting at all corners, even if no current facilities exist. Standards require two-250 Watt, H.P. Sodium Cut off Luminars, mounted on 30' poles at 90° angles.

Prepared By:

D. A. Fencl
June 2, 1980

Enclosures:
(1) Shop Drawings Flow
(2) Letter from Wagner
(3) State EEO Statement
(4) Forms & Report Schedule for Contractor
(5) List of Submittals
(6) Preliminary Phase I Schedule
(7) Table of Values

cc: Those attending
TCCo - S.F. - 2

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP

111 S.W. Oak Portland, Oregon 97204

503/224-3860 *Cable:* ZGFOREGON

May 29, 1980

RECEIVED
DOT DIRECTOR

JUN 3 '80

REFER TO

FOR

Info Inves R/D D/R Sign Act File

46993

Oregon Department of Transportation
Oregon State Highway Building, Room 110
Salem, Oregon 97310

Attention: Mr. Bob Ellison, Project Manager

Reference: Job No. 6027, Justice Center

Gentlemen:

As discussed with you on Thursday, May 15, and again with you and John McCarthy on Monday, May 19, the completion schedule for Construction Documents for the below grade structure will move forward from May 27, as originally scheduled, to July 1. This represents an adjustment in schedule of five weeks.

The reasons for this schedule shift are two:

1) The original May 27 date was viewed from the outset by our structural consultant, kpff, as nearly unobtainable.

2) The failure to obtain decisions from owners due in part to budgetary concerns has slowed progress.

The new Construction Schedule for Phase I and Phase II Preliminary, developed by Turner Construction Co. and issued 5/15/80, indicates that Phase I Excavation and Shoring will complete during the second week in September and that construction for Phase II substructure can begin at that point. The previous construction schedule developed by Turner indicated that this point in time would be approximately July 7. This point in time has moved forward by more than 9 weeks, due, as we understand, to delay in demolition of the Lenox Hotel, and to other factors beyond our control.

It appears then, that our new date for completion of below grade structure documents, July 1, is still ahead of the scheduled need for these documents.

It is our intent, however, to complete on July 1 and to not be influenced by any construction delays.

Yours truly,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall /DB

Jack Cornwall
Associate Partner

CC WALSH
CC-Klaboe
Coulter
HUNTER
GREEN

RIGHT OF WAY ADMINISTRATION
RECEIVED

Members American Institute of Architects
Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul AIA Robert J. Frasca FAIA Brainard Joy Gannett AIA Gary H. Larson AIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Jack Cornwall Arthur DeRungs Daniel J. Huberty AIA
Robert M. Mickelson AIA Wallace W. Roeder AIA John A. Moll
Associates Don Hart, P.E. Lee F. Kilbourn CSI William T. Parker, Jr AIA Larry S. Bruton James W. Bostwick

copy given to John McCarthy 6/2/80 (F.)

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 29, 1980

NOTED
E. S. HUNTER

City of Portland
Bureau of Buildings
1220 S.W. 5th
Portland, Oregon 97204

RE: Justice Center
Shoring Permit Fee
File 46993
FAP No. I-205-7(8)311

Attention: Michael R. Hogerty

Gentlemen:

In accord with your letter of May 19 to our Architect, Zimmer Gunsul Frasca, I enclose a check in the amount of $830.48 to cover the shoring permit fee for the Justice Center at about 1120 S.W. Third Avenue.

Very truly yours,

R. W. Ellison
R. W. Ellison
Project Manager

RWE:jh
enc.

cc: E. S. Hunter ✓
V. E. Skoog
Jack Cornwall
John McCarthy

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TECHNICAL SERVICES
MAY 30 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Ign	Act	File

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May ~~20~~ 23, 1980

Mr. George Yerkovich
City Auditor
1220 S.W. Fifth Avenue
Portland, Oregon 97204

RE: Justice Center
Ordinance 149623
Acceptance
File 46993
FAP No. I-205-7(8)311

Dear Mr. Yerkovich:

Enclosed is the "Acceptance Form" for Ordinance 149623 which has been signed by Mr. H. S. Coulter, State Highway Engineer. Also enclosed is a check in the amount of $800 to cover the permit fee required by this Ordinance.

Very truly yours,

R.W. Ellison

R. W. Ellison
Project Manager

RWE:jh
enc.

H. S. COULTER

cc: H. S. Coulter w/attach. ✓
Vern Skoog

RECEIVED
STATE HWY ENGR
MAY 23 '80
REFER TO

FOR

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Form 734-3122

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY 20 1980

May 16, 1980

Mr. R.W. Ellison
State of Oregon Department of Transportation
State Highway Building, Room 120
Salem, Oregon 97310

Dear Mr. Ellison:

Enclosed is a copy of Ordinance No. 149623, passed by the Council May 15, 1980, granting a revocable permit to State of Oregon Department of Transportation or its contractor to construct a deadman in S.W. Main Street from the east curb line of S.W. 3rd Avenue to the west curb line of S.W. 2nd Avenue.

Will you kindly have the proper official sign the enclosed Acceptance and return it to this office at your earliest convenience.

The $800.00 fee required by subsection (5) may be paid by check to the City Treasurer and forwarded with the Acceptance.

Yours very truly,

GEORGE YERKOVICH

Auditor of the City of Portland
BY:

Edna Cervera
Deputy

EC:mm
Encl.

AUD 50-25-640

ACCEPTANCE

Portland, Oregon, May 16, 1980

GEORGE YERKOVICH
Auditor of the City of Portland.
Room 202, City Hall
Portland, Oregon 97204

Dear Sir:

This is to advise the City of Portland, Oregon, that I hereby accept the terms and provisions of Ordinance No. 149623, passed by the Council May 15, 1980, granting a revocable permit to State of Oregon Department of Transportation or its contractor to construct a deadman in S.W. Main Street from the east curb line of S.W. 3rd Avenue to the west curb line of S.W. 2nd Avenue,

and in consideration of the benefits to be received thereunder by me I hereby agree to abide by and perform each and all of the terms and provisions thereof applicable to me.

Very truly yours,

STATE OF OREGON DEPARTMENT OF TRANSPORTATION
H. S. Coulter
*

[CORPORATE SEAL]

State Highway Bldg., Rm. 120, Salem, OR. 97310
Address

Approved as to form:

City Attorney

*When an acceptance is required from a firm or corporation the Acceptance must be signed by an officer of the firm or corporation stating his or her official title, and corporations must affix the corporate seal.

ORDINANCE NO. 149623

An Ordinance granting a revocable permit to State of Oregon Department of Transportation or its contractor to construct a deadman in S.W. Main Street from the east curb line of S.W. 3rd Avenue to the west curb line of S.W. 2nd Avenue, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

1. That KPFF Engineers have requested on the behalf of the State of Oregon Department of Transportation to construct a deadman in S.W. Main Street from the east curb line of S.W. 3rd Avenue to the west curb line of S.W. 2nd Avenue for use with the tieback shoring required for the construction of the Justice Building (Building Application No. 583 B) and authorized by Ordinance No. 149504.

2. That the construction of said deadman is necessary because of the heavy concentration of underground utilities in S.W. Main Street and there is no other feasible way to provide the support required for the basement excavation of the Justice Building.

3. That granting of the desired permission will not be detrimental to the public interest under certain conditions.

NOW, THEREFORE, the Council directs:

a. A revocable permit is hereby granted to the State of Oregon Department of Transportation, c.o. R.W. Ellison, State Highway Building, Room 120, Salem, Oregon, herein after called permittee, to construct a deadman in S.W. Main Street from the east curb line of S.W. 3rd Avenue to the west line of S.W. 2nd Avenue in accordance with plans approved by the City Engineer and Bureau of Buildings, subject to the following conditions:

   (1) The deadman authorized by this permit will not be more than twenty-four inches in width, will have its top surface flush with the existing pavement of S.W. Main Street, will not extend to a depth of more than nine feet below the pavement surface, and will have its north face located one foot south of the north curb line of S.W. Main Street.

   (2) When the deadman authorized by this permit is no longer required for the construction of the Justice Building, said deadman will be removed and the affected portion of S.W. Main Street will be restored as required by the City Engineer.

(3) The work authorized by this permit is an adjunct to that authorized by Ordinance No. 149504 passed by the Council April 24, 1980 and titled "An Ordinance granting a revocable permit to State of Oregon Department of Transportation to use or authorize its contractor to use tieback shoring extended underground into the street area of S.W. 2nd and S.W. 3rd Avenues and S.W. Main and S.W. Madison Streets, and declaring an emergency.

(4) This permit is conditioned upon the continuation of the liability insurance required by said Ordinance No. 149504.

(5) The permittee shall pay an additional permit fee of $800.00.

Section 2. This permit shall not become effective until the permittee shall have filed with the City Auditor, in form approved by the City Attorney, a document accepting the terms and conditions hereof.

Section 3. The Council declares an emergency exists because it is necessary that the permit herein granted shall be issued without delay in order to allow permittee to immediately proceed with plans for construction; therefore, this Ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, MAY 15 1980

Mayor of the City of Portland

Commissioner Mike Lindberg
Harlan G. Scott:jmh
May 6, 1980

Attest:

Auditor of the City of Portland

NUMBER 45587

FISCAL YR 79/80

OREGON STATE HIGHWAY DIVISION

REMITTANCE ADVICE

INVOICE DATE	INVOICE NUMBER OR DESCRIPTION	GROSS AMOUNT	DISCOUNT/ INTEREST	NET AMOUNT
5/20/80	Permit fee	800.00		800.0

Form 734-1350A

NOT NEGOTIABLE

TOTAL PAYMENT 800.0

HIGHWAY DIVISION

OREGON DEPARTMENT OF TRANSPORTATION

TO THE
STATE TREASURER
SALEM, OREGON

$\frac{96\text{-}1}{123}$

WARRANT

74381065 73404	DATE 5/23/80	CHECK NO. 45587	PAY ************800 DOLLARS 00 CENTS	$ $800.

HIGHWAY FUND

VOID AFTER 2 YEARS FROM DATE OF ISSUE

Form 734-1350

TO THE ORDER OF

PORTLAND CITY TREASURER

H. S. Coulter
STATE HIGHWAY ENGINEER

Vernon E.
HIGHWAY CONTROLLER

⑈74381065⑈ ⑆123200101⑆ 73404⑈

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY 16 1980

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May 15, 1980

File No. 46993

NOTED
E. S. HUNTER

R.W. Ellison, Project Manager Justice Center
State Highway Division
Transportation Bldg.
Salem, OR 97310

Dear Mr. Ellison:

Attached is a copy of report of the Commissioner of Public Safety recommending the Council approve the contract for shoring and excavation of the City/County Justice Center, with conditions, considered and adopted by the Council on Wednesday, May 14, 1980.

Yours very truly,

George Yerkovich
Auditor of the City of Portland

EC:lv
Cal. No. 1625

RECEIVED
TECHNICAL SERVICES
MAY 16 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Tom WALSH.
Dave Moehring
Vern Skoog
ES Hunter
Carrol Keasey
Glen Green

THE CITY OF
PORTLAND
OREGON

OFFICE OF
GENERAL
SERVICES

ROOM 400, CITY HALL
1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4081

MEMORANDUM

May 8, 1980

To: Commissioner Charles Jordan

From: Earl Bradfish, Director
Office of General Services

Subject: Shoring and Excavation Contract for Justice Center

Enclosed is a letter from R. W. Ellison, Project Manager for the City/County Justice Center, in which he requests approval from the City to proceed with the excavation and shoring contract. It is proposed to proceed with this work prior to establishment of a Guaranteed Maximum Price for the City's share of the project.

The City/State agreement provides that the City and State shall agree on a Guaranteed Maximum Price the City shall pay for that portion of the Justice Center devoted to the City's police functions. Further, the City shall pay only those cost increments related to additional space and services required in the project by the City. It was anticipated that such Guaranteed Maximum Price would have been established by April 1, 1980. However, it now appears that it will be August before the Price is established.

In order not to delay the project, it is recommended that the City approve the award of the shoring and excavation contract under the following conditions:

1. The Guaranteed Maximum Price for direct construction costs, including design fee, is $8,600,000. This is the amount that was represented to the Council on November 1, 1979 and January 29, 1980 and shall remain valid until revised by further negotiations and agreement, and

2. The City's share of the cost for excavation and shoring is $48,376 which is determined as shown on the the following page.

a.	Bid price for excavation of 45,000 cubic yards		$148,500
	Cost per cubic yard		3.30
b.	Bid price for shoring 25,000 square feet		$520,000
	Cost per square foot		20.80
c.	City's increment of bid		
	Excavation		
	Parking	- 4,463 cubic yards	
	Pistol Range	- 1,574 cubic yards	
		6,037 cubic yards	
	6,037 cu. yd. x $3.30 =		$19,922
	Shoring		
	Parking	- 1,240 square feet	
	Pistol Range	- 128 square feet	
		1,368 square feet	
	1,368 sq. ft. x $20.80 =		$28,454
d.	Total excavation and shoring		$48,376

TO THE COUNCIL:

Your Commissioner of Public Safety concurs with the recommendations of the Director of the Office of General Services, and

Recommends:

That the Council approve the contract for shoring and excavation of the City/County Justice Center with conditions.

Respectfully submitted,

Charles Jordan
Commissioner of Public Safety

1625

Report of the Commissioner of Public Safety recommending the Council approve the contract for shoring and excavation of the City/County Justice Center, with conditions.

MAY 1 4 1980
ADOPTED

THE COMMISSIONERS VOTED AS FOLLOWS

	YEAS	NAYS
IVANCIE	—	
JORDAN	/	
LINDBERG	:	
SCHWAB	/	
McCREADY	—	

Filed MAY 9 1980
GEORGE YERKOVICH
Auditor of the City of Portland
By Gordon Creall
DEPUTY

ROW 12

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 6, 1980

Wagner Construction Company
P.O. Box 2924
South San Francisco, CA 94080

RE: Justice Center
Excavation & Shoring
Contract Insurance
File 46993
FAP No. I-205-7(8)311

Gentlemen:

Section 107.21 of the specifications of the subject contract, for which you have been mailed a notice of award, requires public liability, bodily injury and property damage insurance of $1,000,000 naming several parties in the additional insured endorsement.

The City of Portland has issued a City Ordinance (No. 149504, attached) authorizing the use of tieback shoring under the streets around our Justice Center project. They have requested that the endorsement covering them be in the form which is attached to the Ordinance. Endorsement for all other parties should be in a standard manner.

A copy of the insurance policy with endorsements should be returned to the Commission Services Manager along with the signed contract. I will obtain copies from him for submission to the City of Portland.

Very truly yours,

R.W. Ellison

R. W. Ellison, P.E.
Project Manager

RWE:jh
attach.
cc: Bob Gormsen

Form 734-3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 6, 1980

In Reply Refer to
File No.:

George Yerkovich,
City Auditor
202 City Hall
Portland, Oregon 97204

RE: Justice Center
City Ordinance 149504
State Acceptance
File 46993
FAP No. I-205-7(8)311

Dear Mr. Yerkovich:

Per your letter of April 25, 1980, I am returning the Statement of Acceptance which has been signed by Mr. H. S. Coulter, State Highway Engineer.

Also enclosed is a check in the amount of $600.00 covering the fee for use of tiebacks under the streets around the Justice Center site.

A copy of the required insurance with the additional insured endorsement covering the City will be forwarded to you upon receipt from our contractor.

Very truly yours,

R. W. Ellison
Project Manager

H. S. COULTER

RWE:jh
enc.

cc: H. S. Coulter w/attach.
E. S. Hunter w/attach.
J. L. Sollis w/attach.

RECEIVED
STATE HWY ENGR
MAY 7 - '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

RIGHT OF WAY ADMINISTRATION
RECEIVED
APR 28 1980

☐ M ☐ AM ☐ ADM ☒ RDR ☐ CA ☐ RS
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April 25, 1980

State of OR Dept of Transportation
c/o R W Ellison
State Highway Building, Rm 120
Salem, OR 97310

Dear Mr Ellison:

Enclosed are copies of Ordinance No. 149504, passed by the Council April 25, 1980, granting a revocable permit to State of Oregon Department of Transportation to use or authorize its contractor to use tieback shoring extending underground into the street area of SW 2nd and SW 3rd Avenues and SW Main and SW Madison Streets.

Will you kindly have the proper official execute the enclosed Acceptance and return it to this office.

The $600.00 fee required by subsection (13) may be paid by check to the City Treasurer and forwarded with the Acceptance.

The enclosed form of endorsement should be sent to your insurance company, along with a copy of the ordinance, for the preparation of a policy or certificate of insurance in the proper amounts, such insurance to be filed in this office.

Yours very truly,

George Yerkovich
Auditor of the City of Portland

EC:ds
Encls.

APPROVED
R.W. Ellison
[illegible]
[illegible]
Federal Aid [illegible]
City Account [illegible]
County Account [illegible]

AUD 50-25-640

ACCEPTANCE

Portland, Oregon, April 25, 1980

GEORGE YERKOVICH
Auditor of the City of Portland.
Room 202, City Hall
Portland, Oregon 97204

Dear Sir:

This is to advise the City of Portland, Oregon, that I hereby accept the terms and provisions of Ordinance No 149504, passed by the Council April 24, 1980, granting a revocable permit to State of Oregon Department of Transportation to use or authorize its contractor to use tieback shoring extending underground into the street area of SW 2nd and SW 3rd Avenues and SW Main and SW Madison Streets,

and in consideration of the benefits to be received thereunder by me I hereby agree to abide by and perform each and all of the terms and provisions thereof applicable to me.

Very truly yours,

STATE OF OR DEPT OF TRANSPORTATION

[CORPORATE SEAL]

* H S Coulter

State highway Bldg Rm 120 Salem, OR 97310
Address

Approved as to form:

City Attorney

*When an acceptance is required from a firm or corporation the Acceptance must be signed by an officer of the firm or corporation stating his or her official title, and corporations must affix the corporate seal.

ORDINANCE NO. 149504

An Ordinance granting a revocable permit to State of Oregon Department of Transportation to use or authorize its contractor to use tieback shoring extending underground into the street area of S.W. 2nd and S.W. 3rd Avenues and S.W. Main and S.W. Madison Streets, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

1. That Zimmer, Gunsul, Frasca - Partnership has made written application on the behalf of State of Oregon Department of Transportation to use tieback shoring extending underground into the street areas of the following streets adjacent to Block 25, Portland:

   a. S.W. 2nd Avenue between S.W. Main and Madison Streets
   b. S.W. 3rd Avenue between S.W. Main and Madison Streets
   c. S.W. Main Street between S.W. 2nd and S.W. 3rd Avenues
   d. S.W. Madison Street between S.W. 2nd and S.W. 3rd Avenues

   for the construction of the Multnomah County - City of Portland Justice Building (Building Application No. 583 B).

2. That said tiebacks will be located in a manner that should not interfere with present or future utilities.

3. That the granting of the desired permission under certain conditions will not be detrimental to the public interest.

NOW, THEREFORE, the Council directs:

a. A revocable permit is hereby granted to State of Oregon Department of Transportation, c.o. R.W. Ellison, State Highway Building, Room 120, Salem, Oregon 97310, hereinafter called permittee, to use tieback shorings in the street areas described above in accordance with plans approved by the City Engineer and the Bureau of Buildings, subject to the following conditions:

   (1) This permit is for the use of street area only and shall not exempt the permittee from taking out any license or permit required by existing ordinances for any operation or maintenance under the permit hereby granted, nor shall this permit waive the provisions of any general ordinance of the City or its Charter.

(2) This permit is revocable at any time at the pleasure of the Council, and no expenditure of money hereunder or lapse of time or other thing shall operate as an estoppel against the City of Portland, or be held to give the permittee any vested or other right.

(3) Upon order of the City Engineer, permittee shall immediately stop work and repair any damage to the street areas or utilities or private property as directed. Resumption of work using tieback shoring shall be at the discretion of the City Engineer.

(4) To the extent permitted by law the permittee and/or its contractor shall protect the City of Portland, its officers, agents and employees, free and harmless from any claims for damages to persons or property including legal fees and costs of defending any actions or suits thereon, including any appeals therefrom, which may result from the granting of this permit. The approval of said plans by the City shall in no way relieve the permittee from any responsibility.

(5) This permit shall not become effective until the Highway Division of the Oregon Department of Transportation and/or its contractor as permittee shall have filed with the City Auditor, approved by the City Attorney, an insurance policy in the amount of $1,000,000.00 or more for combined bodily injury and property damage, naming the City as an additional named insured.

(6) No work will be permitted in the street area until plans for tieback shoring have been submitted and approved by the Bureau of Buildings and the City Engineer. It is understood by permittee that such plan approval shall not work as an estoppel nor shall it be construed as a defense to permittee's guarantee to reimburse the City for damage or destruction of utilities as set forth in paragraph 7 below.

(7) The permittee guarantees to the City the cost for any repairs or replacement of utilities damaged or destroyed, caused in whole or in part by activities in, or installation of, the tieback shoring. Permittee further agrees to guarantee all costs incurred by the City in ascertaining the extent of damage or destruction of utilities. The permittee recognizes and agrees that the City cannot guarantee the accuracy of location of utilities in the street, and that the information used by the City and furnished the permittee in approving the plans may be incorrect; and permittee further agrees to be responsible for any and all damage or destruction caused by the use of tieback shoring, although such damage or destruction may have resulted in whole or in part because of the City's mislocation or misinformation in relation to the utilities.

(8) No work will be permitted in the street area until a television inspection of all sewers in the affected area has been made.

(9) The said sewers shall also be inspected by television after the tiebacks are installed and their tension set. Inspection after the tiebacks are tensioned shall be done after each quarter block is completed. In the event that sewer repairs are necessary, the tiebacks will be detensioned until such repairs are completed. The permittee shall notify the City Engineer as each quarter block of tiebacks are tensioned. The City Engineer may require additional television inspections if there is evidence to indicate a problem with a sewer. The permittee shall pay the cost of all television inspections and will be billed by the Bureau of Maintenance.

(10) The permittee shall detension the top row of tiebacks as soon as construction permits and immediately notify the City Engineer.

(11) The permittee shall reimburse the City for the extra cost of repairing existing sewers and construction of new sewers adjacent to said Block 25 resulting from having to remove said tiebacks. Said cost shall be determined by the City Engineer.

(12) Soldier piles installed at the curb line of any street will be cut off at three feet below the gutter grade of the street as designed and removed.

(13) The permittee shall pay a permit fee of $600.00, Section 548.030 of the City Code.

Section 2. This permit shall not become effective until the permittee shall have filed with the City Auditor, in form approved by the City Attorney, a document accepting the terms and conditions hereof.

ORDINANCE No.

Section 3. The Council declares an emergency exists because it is necessary that the permit herein granted shall be issued without delay in order to allow permittee to immediately proceed with plans for construction; therefore, this Ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, APR 24 1980

Connie McCready

Mayor of the City of Portland

Commissioner Mike Lindberg
Harlan Scott:jmh
April 15, 1980

Attest: George Yerkovich

Auditor of the City of Portland

7122

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

Highway
DEPT

378-6299
TELEPHONE

TO: File

DATE April 24, 1980

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Public Law 95-599
95th Congress
File 46993
Multnomah County/City of
Portland Justice Center
FAP No. I-205-7(8)311

The "Buy America" Clause was reviewed with Mr. Walt Hart, Mr. John Day, and discussed with Mr. Bob Ellison. It does not appear that there is any justification to challenge the "Buy America" Clause as it relates to the shoring on the Justice Center. The inclusion on the "Buy America" Clause will probably entail an additional four weeks of time on the end of this part of the contract and an additional cost of $750,000 at the present rate of inflation.

JBB:jh

cc: F. B. Klaboe w/attach.
E. S. Hunter w/attach.
Glen Green w/attach.
Bob Ellison w/attach.

RECEIVED
DOT DIRECTOR
APR 25 '80
REFER TO
FOR
Info | Invest | R/D | D.R. | Sign | Act | File

ZEHNER

Public Law 95-599
95th Congress

An Act

Nov. 6, 1978
[H.R. 11733]

To authorize appropriations for the construction of certain highways in accordance with title 23 of the United States Code, for highway safety, for mass transportation in urban and in rural areas, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the "Surface Transportation Assistance Act of 1978".

Surface Transportation Assistance Act
1978.
23 USC 101 no

TITLE I

SHORT TITLE

Federal-Aid Highway Act o
1978.
23 USC 101 no

Sec. 101. This title may be cited as the "Federal-Aid Highway Act of 1978".

REVISION OF AUTHORIZATION FOR APPROPRIATIONS FOR THE INTERSTATE SYSTEM

23 USC 101 no

Sec. 102. (a) Subsection (b) of section 108 of the Federal-Aid Highway Act of 1956, as amended, is amended by striking out "the additional sum of $3,625,000,000 for the fiscal year ending September 30, 1980," and all that follows down through the period at the end of the sentence and by inserting in lieu thereof the following: "the additional sum of $3,250,000,000 for the fiscal year ending September 30, 1980, the additional sum of $3,500,000,000 for the fiscal year ending September 30, 1981, the additional sum of $3,500,000,000 for the fiscal year ending September 30, 1982, the additional sum of $3,200,000,000 for the fiscal year ending September 30, 1983, the additional sum of $3,625,000,000 for the fiscal year ending September 30, 1984, the additional sum of $3,625,000,000 for the fiscal year ending September 30, 1985, the additional sum of $3,625,000,000 for the fiscal year ending September 30, 1986, the additional sum of $3,625,000,000 for the fiscal year ending September 30, 1987, the additional sum of $3,625,000,000 for the fiscal year ending September 30, 1988, the additional sum of $3,625,000,000 for the fiscal year ending September 30, 1989, and the additional sum of $3,625,000,000 for the fiscal year ending September 30, 1990.".

(b) Subsection (b) of section 108 of the Federal-Aid Highway Act of 1956, as amended, is further amended by adding at the end thereof the following: "Beginning with funds authorized to be appropriated for fiscal year 1980, no such funds shall be available for projects to expand or clear zones immediately adjacent to the paved roadway of routes designed prior to February, 1967.".

AUTHORIZATION OF USE OF COST ESTIMATES FOR APPORTIONMENT OF INTERSTATE FUNDS

23 USC 104 no

Sec. 103. The Secretary of Transportation shall apportion for the fiscal year ending September 30, 1980, the sums authorized to be appropriated for such periods by section 108(b) of the Federal-Aid Highway Act of 1956, as amended, for expenditures on the National System of Interstate and Defense Highways, using the apportionment factors

TITLE IV

BUY AMERICA

49 USC 1602 note.

SEC. 401. (a) Notwithstanding any other provision of law, the Secretary of Transportation shall not obligate any funds authorized to be appropriated by this Act or by any Act amended by this Act and administered by the Department of Transportation, whose total cost exceeds $500,000 unless only such unmanufactured articles, materials, and supplies as have been mined or produced in the United States, and only such manufactured articles, materials, and supplies as have been manufactured in the United States substantially all from articles, materials, and supplies mined, produced, or manufactured, as the case may be, in the United States, will be used in such project.

Exceptions.

(b) The provisions of subsection (a) of this section shall not apply where the Secretary determines—

(1) their application would be inconsistent with the public interest;

(2) in the case of acquisition of rolling stock their application would result in unreasonable cost (after granting appropriate price adjustments to domestic products based on that portion of project cost likely to be returned to the United States and to the States in the form of tax revenues;

(3) supplies of the class or kind to be used in the manufacture of articles, materials, supplies that are not mined, produced, or manufactured in the United States in sufficient and reasonably available quantities and of a satisfactory quality; or

(4) that inclusion of domestic material will increase the cost of the overall project contract by more than 10 per centum.

TITLE V—HIGHWAY REVENUE ACT OF 1978

23 USC 101 note.

SEC. 501. SHORT TITLE.

This title may be cited as the "Highway Revenue Act of 1978".

SEC. 502. 5-YEAR EXTENSION OF THE TAXES WHICH ARE TRANSFERRED INTO THE HIGHWAY TRUST FUND.

(a) GENERAL RULE.—The following provisions of the Internal Revenue Code of 1954 are amended by striking out "1979" each place it appears and inserting in lieu thereof "1984":

26 USC 4041. (1) Section 4041(e) (relating to rate reduction).

26 USC 4061. (2) Section 4061(a)(1) (relating to imposition of tax on trucks, buses, etc.).

(3) Section 4061(b)(1) (relating to imposition of tax on parts and accessories).

26 USC 4071. (4) Section 4071(d) (relating to imposition of tax on tires and tubes).

26 USC 4081. (5) Section 4081(b) (relating to imposition of tax on gasoline).

26 USC 4481. (6) Section 4481(a) (relating to imposition of tax on use of highway motor vehicles).

(7) Section 4481(e) (relating to period tax in effect).

26 USC 4482. (8) Section 4482(c)(4) (defining taxable period).

26 USC 6156. (9) Section 6156(e)(2) (relating to installment payments of tax on use of highway motor vehicles).

26 USC 6421. (10) Section 6421(h) (relating to tax on gasoline used for certain nonhighway purposes or by local transit systems).

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION-SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Proj. I-205-7(8)311
Multnomah County Justice Center
(Mr. Swan's ltr. 4-3-80, PRO 6)

Date: April 23, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR
Jail - Agreement File

To: Mr. H. S. Coulter
State Highway Engineer

Mr. Swan's April 3, 1980, memorandum transmitted copies of a supplemental agreement between the State and Zimmer Gunsul Frasca Partnership to design the shoring and requested our approval.

Confirmation is hereby given of the advance approval given by Mr. Cusack on March 7, 1980, to proceed with the work. The work is estimated to cost $6600 including a fixed fee of $780.

G. L. Green

cc:
R. Ellison (ODOT)
B. Boyd (R/W ODOT)
D.E. Swan (Prog. Engr.)

RECEIVED
STATE HWY ENGR.
APR 25 '80
REFER TO

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.. PRO 6

April 3, 1980

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

NOTED
E. S. HUNTER

SUBJECT Project No. I-207-7(8)311
N.E. Siskiyou St. - N.E. Glisan St. Sec. (ROW)
Consultant Engineering Agreement Supplement
Justice Center (F-46993)
Multnomah County

Enclosed for your approval are two fully executed copies of a supplemental agreement between the State Highway Division and Zimmer, Gunsul Frasca Partnership on the subject project.

I request the following:

1) Confirmation of verbal approval given by Vern Cusack as of March 7, 1980 to proceed with work by the Consultant under the supplemental agreement at an estimated total cost of $6,600 with no increase in obligation of federal funds as currently under project agreement at this time.

2) The return of one copy of the supplemental agreement approved for our files.

CL:sr
Enclosures

cc: E. S. Hunter
B. Gormsen
R. Ellison
V. E. Skoog

RECEIVED
TECHNICAL SERVICES
APR 4 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

ROW 12

April 18, 1980

City of Portland
City Engineering Department
621 S.W. Alder Street
Portland, Oregon 97205

RE: Justice Center
Television Inspection
of Sewers
File 46993
FAP No. I-205-7(8)311

Attention: Mr. Dick Schmidt, Chief
Bureau of Maintenance

NOTED
E. S. HUNTER

Gentlemen:

A proposed City Ordinance granting a revocable permit to the State of Oregon, Department of Transportation, to use tie-back shoring extending underground into the street area of S.W. 2nd and S.W. 3rd Avenues and S.W. Main and S.W. Madison Streets, is pending. This is relative to construction of the new Justice Center which is to be located in the old Lenox Hotel Block. The permit requires television inspection of all sewers in the affected area, by the City, prior to construction.

The State will receive bids for excavation and installation of shoring on May 1. In order to prevent delay on this project, it is respectfully requested that the television inspection be done prior to that date. I understand that the State is responsible for the cost of this inspection and for the television inspections required during construction and after the work is completed. Please bill the Oregon Department of Transportation, Highway Division, attention R. W. Ellison, 120 Transportation Building, Salem, Oregon 97310.

Very truly yours,

R. W. Ellison, P.E.
Project Manager

RWE:jh

cc: E. S. Hunter w/attach.
V. E. Skoog w/attach.
Jack Cornwall
John McCarthy

RECEIVED
TECHNICAL SERVICES
APR 21 '80
REFER TO
FOR
Info | Inves | R/D | [illegible] | Sign | Act | File

State Hwy Div - ODOT

ORDINANCE NO.

Highway Division

An Ordinance granting a revocable permit to State of Oregon Department of Transportation to use or authorize its contractor to use tieback shoring extending underground into the street area of S.W. 2nd and S.W. 3rd Avenues and S.W. Main and S.W. Madison Streets, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

1. That Zimmer, Gunsul, Frasca - Partnership has made written application on the behalf of State of Oregon Department of Transportation to use tieback shoring extending underground into the street areas of the following streets adjacent to Block 25, Portland:

   a. S.W. 2nd Avenue between S.W. Main and Madison Streets
   b. S.W. 3rd Avenue between S.W. Main and Madison Streets
   c. S.W. Main Street between S.W. 2nd and S.W. 3rd Avenues
   d. S.W. Madison Street between S.W. 2nd and S.W. 3rd Avenues

   for the construction of the Multnomah County - City of Portland Justice Building (Building Application No. 583 B).

2. That said tiebacks will be located in a manner that should not interfere with present or future utilities.

3. That the granting of the desired permission under certain conditions will not be detrimental to the public interest.

NOW, THEREFORE, the Council directs:

Highway Div. and/or its contractor

a. A revocable permit is hereby granted to State of Oregon Department of Transportation, c.o. R.W. Ellison, State Highway Building, Room 120, Salem, Oregon 97310, hereinafter called permittee, to use tieback shorings in the street areas described above in accordance with plans approved by the City Engineer and the Bureau of Buildings, subject to the following conditions:

   (1) This permit is for the use of street area only and shall not exempt the permittee from taking out any license or permit required by existing ordinances for any operation or maintenance under the permit hereby granted, nor shall this permit waive the provisions of any general ordinance of the City or its Charter.

(2) This permit is revocable at any time at the pleasure of the Council, and no expenditure of money hereunder or lapse of time or other thing shall operate as an estoppel against the City of Portland, or be held to give the permittee any vested or other right.

(3) Upon order of the City Engineer, permittee shall immediately stop work and repair any damage to the street areas or utilities or private property as directed. Resumption of work using tieback shoring shall be at the discretion of the City Engineer.

(4) The permittee shall protect the City of Portland, its officers, agents and employees, free and harmless from any claims for damages to persons or property including legal fees and costs of defending any actions or suits thereon, including any appeals therefrom, which may result from the granting of this permit. The approval of said plans by the City shall in no way relieve the permittee from any responsibility.

(5) This permit shall not become effective until the permittee shall have filed with the City Auditor, approved by the City Attorney, an insurance policy in the amount of $1,000,000.00 or more for combined bodily injury and property damage, naming the City as an additional named insured.

(6) No work will be permitted in the street area until plans for tieback shoring have been submitted and approved by the Bureau of Buildings and the City Engineer. It is understood by permittee that such plan approval shall not work as an estoppel nor shall it be construed as a defense to permittee's guarantee to reimburse the City for damage or destruction of utilities as set forth in paragraph 7 below.

(7) The permittee guarantees to the City the cost for any repairs or replacement of utilities damaged or destroyed, caused in whole or in part by activities in, or installation of, the tieback shoring. Permittee further agrees to guarantee all costs incurred by the City in ascertaining the extent of damage or destruction to utilities. The permittee recognizes and agrees that the City cannot guarantee the accuracy of location of utilities in the street, and that the information used by the City and furnished the permittee in approving the plans may be incorrect; and permittee further agrees to be responsible for any and all damage or destruction caused by the use of tieback shoring, although such damage or destruction may have resulted in whole or in part because of the City's mislocation or misinformation in relation to the utilities.

(8) No work will be permitted in the street area until a television inspection of all sewers in the affected area has been made.

(9) The said sewers shall also be inspected by television after the tiebacks are installed and their tension set. Inspection after the tiebacks are tensioned shall be done after each quarter block is completed. In the event that sewer repairs are necessary, the tiebacks will be detensioned until such repairs are completed. The permittee shall notify the City Engineer as each quarter block of tiebacks are tensioned. The City Engineer may require additional television inspections if there is evidence to indicate a problem with a sewer. The permittee shall pay the cost of all television inspections and will be billed by the Bureau of Maintenance.

(10) The permittee shall detension the top row of tiebacks as soon as construction permits and immediately notify the City Engineer.

(11) The permittee shall reimburse the City for the extra cost of repairing existing sewers and construction of new sewers adjacent to said Block 25 resulting from having to remove said tiebacks. Said cost shall be determined by the City Engineer.

(12) Soldier piles installed at the curb line of any street will be cut off at three feet below the gutter grade of the street as designed and removed.

(13) The permittee shall pay a permit fee of $600.00, Section 548.030 of the City Code.

Section 2. This permit shall not become effective until the permittee shall have filed with the City Auditor, in form approved by the City Attorney, a document accepting the terms and conditions hereof.

ORDINANCE No.

Section 3. The Council declares an emergency exists because it is necessary that the permit herein granted shall be issued without delay in order to allow permittee to immediately proceed with plans for construction; therefore, this Ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council,

Mayor of the City of Portland

Commissioner Mike Lindberg
Harlan Scott:jmh
April 15, 1980

Attest:

Auditor of the City of Portland

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

Highway
DEPT

378-6299
TELEPHONE

TO: File

DATE April 11, 1980

JB Boyd

FROM J. B. Boyd
Right of Way Manager

SUBJECT: Advertising
Excavation & Shoring Contract
Justice Center
File 46993
FAP No. I-205-7(8)311

Mr. Glen Green, Division Administrator, Federal Highway Administration, contacted me at the Region 1 office on Wednesday, April 9, to discuss the possible award of the Excavation and Shoring Contract. Mr. Glen Green was apprehensive about the final distribution of costs between City, County and State; there is a question as to the validity of the advertising and award of the Excavation and Shoring Contract.

It is imperative that we resolve the question of distribution of funds in our meeting on Thursday, April 17. Mr. Green will allow the advertising of the contract, but will require solutions to the questions about financing be resolved before the award. I discussed this with Mr. Tom Walsh, and he agreed that this was a reasonable question and we should have a resolution of the question prior to the award.

JBB:jh

cc: Tom Walsh
F. B. Klaboe
E. S. Hunter
Glen Green
Tuck Wilson
Earl Bradfish
Bob Ellison

9122

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205(7(76)311
Justice Center
Phast I Contract

Date: April 10, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer

I have just authorized advertising for the first phase construction contract of the Justice Center.

I have done this in spite of the fact that there is still not a clear understanding of responsibility for costs. This could, if carried to the extreme, result in one of the agencies not having adequate funds to cover its part of the project. Accordingly, I do not intend to concur in the award of this contract until we are satisfied with the financial aspects of the project.

G. L. Green

cc:
OTC (Commissioner Walsh)
OSHD (J Boyd, R/W)
OSHD (R Ellison, R/W)
OSHD (D Swan, Proj Mgmt)

Mtg scheduled
next week R

R

RECEIVED
STATE HIGHWAY ENGR.
APR 11 '80
REFER TO

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-9-80

FEDERAL AID PROJECT NO. I 205-7(76)312

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00063

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO
Moehring
FOR

Info	Inves	R/D	D.R	Sign	Act	File

4/14
Orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4/9/80	4/9/80	N/A
		STATE ROUTE NUMBER N/A

GENERAL LOCATION:

Portland/Multnomah Justice Center

GENERAL DESCRIPTION OF WORK:

Phase I - (Excavation and Sharing) Functional Replacement - R/W

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 4/8/80, the plans for Functional Replacement - Phase I for the Justice Center have been reviewed. At this time, Federal participation is limited to 62.5% of the pro-rata share of the contract cost for a TEC of $1,056,230 with interim Federal participation limited to $660,144.

Concurrence in award of contract will be withheld until such time as funding questions are resolved.

(All documentation for functional replacement I 205-7(8)311)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/9/80		for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

[illegible] GOVERNMENT PRINTING OFFICE 1975 [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6

March 28, 1980

MISC. CONTRACTS and
AGREEMENTS No. 5431

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. I-205-7(8)311
N.E. Siskiyou St.-N.E. Glisan St. Sec. (ROW)
Consultant Engineering Agreement Supplement
Justice Center (F-46993)
Multnomah County

Enclosed for your approval are two fully executed copies of a supplemental agreement between the State Highway Division and Zimmer, Gunsul Frasca Partnership on the subject project.

I request the following:

1) Confirmation of verbal approval given by Vern Cusack as of March 8, 1980 to proceed with work by the Consultant under the supplemental agreement at an estimated total cost of $6,600 with no increase in federal fund obligations.

2) The return of one copy of the supplemental agreement approved for our files.

CL:bke
Enclosures
cc: E.S. Hunter
B. Gormsen
R. Ellison
V.E. Skoog

Form 734-3122

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

Highway
DEPT

378-6299
TELEPHONE

TO: Dave Moehring, Assistant
State Highway Engineer

DATE March 27, 1980

FROM: R. W. Ellison
Project Manager R. W. Ellison

SUBJECT: Justice Center
Supplemental Agreement
Design Shoring
File 46993
FAP No. I-205-7(8)311

Attached are three copies of a supplemental agreement between the State and Zimmer Gunsul Frasca (Architect on the Justice Center), for design of the shoring required to retain the vertical excavation for the Justice Center. This design work is outside the terms of our existing agreement with the Architect.

Verbal approval to proceed with this work was obtained from Vern Cusack of the Federal Highway Administration on March 7, 1980.

This project involves funding by Multnomah County, City of Portland and FHWA (normal Interstate Federal-aid). FHWA portion is now prorated at 62.5%. This will be corrected as necessary when the actual cost to each agency for the entire Justice Center project is determined.

Please obtain FHWA approval for their pro rata share of the cost of this agreement.

RWE:jh

attach.

cc: E. S. Hunter
Bob Gormsen ✓
V. E. Skoog w/attach.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 26, 1980

In Reply Refer to
File No.:

Mr. Jack Mason
Signal Division
City of Portland
Bureau of Traffic
Engineering
420 S.W. Main Street
Portland, Oregon 97204

RE: Justice Center
Signal Vault &
Pole Move
File 46993
FAP No. I-205-7(8)311

NOTED
E. S. HUNTER

Dear Mr. Mason:

The Excavation and Shoring Contract for the new Justice Center on the Lenox Block will be awarded about April 24, 1980. The excavation lines have been determined and will require that the traffic signal vault and signal poles at the S.W. corner of 2nd and Main Streets will be moved. The pedestrian signal post at the S.E. corner of 3rd and Main Streets must also be moved. In order that this work does not delay the contractor, for the excavation it is requested that the moving of traffic signal equipment be accomplished prior to April ~~24~~. 27

Although the work required has changed since we last talked, the cost estimates you previously provided our Architect, (Zimmer Gunsul Frasca) are satisfactory for our purposes.

By copy of this letter I am requesting that our Architect immediately provide you with a plan and other information regarding the moving work necessary.

Please bill the State of Oregon Department of Transportation, for the actual cost of the work involved and send the bills to me for approval and processing.

Very truly yours,

R. W. Ellison

R. W. Ellison, P.E.
Project Manager

RWE:jh
cc: E. S. Hunter ✓
V. E. Skoog
Jack Cornwall
John McCarthy

Form 734-3122

ENVIRONMENTAL REVIEW CHECKL

1-205
18-2

ALL CLEAR 3/25/80
Donald L Trout

Mar. 6, 1980 Bid Letting ______ All Clea
Deadlin

SECTION Portland/Multnomah Justice Center Phase #1
Highway
County Multnomah County Region ____
Type of Work Exc & Shoring Funds ____
State __ Consultant __ Plans Avail. __ Yes __ N

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS		☒			☒
Negative Declaration	☒				
Project Assessment	☒				
Write-off Letter	☒				

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey		☒			☒
Cultural Salvage	☒				

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☒				

9122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 15, 1980

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Excavation
DEQ & MSD Regulations
File 46993
FAP I-205-7(8)311

NOTED
E. S. HUNTER

Dear Jack:

This will confirm my previous verbal requests that you check with DEQ, MSD, and any other appropriate similar agencies for permits, approvals, or whatever, that may be required prior to excavating at the Lenox Block site. Such permits should be obtained by you in the name of the State prior to our advertising the contract so that there will be no delay to the Contractor after contract award. I will issue purchase orders to the regulating agencies for required payment for such permits.

Very truly yours,

Bob

R. W. Ellison, P.E.
Project Manager

RWE:jk

cc: E. S. Hunter
John McCarthy
V. E. Skoog

RECEIVED
TECHNICAL SERVICES
FEB 15 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

9122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 15, 1980

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: Justice Center
Excavation
City Permits
File 46993
FAP I-205-7(8)311

NOTED
E. S. HUNTER

Dear Jack:

This will confirm my previous verbal request that you obtain from the City of Portland, or other appropriate agency, any permits or approvals necessary to excavate to the limits planned for the Justice Center building. Excavation necessary for installation of soldier piles and other parts of the shoring should be considered. The permits should be obtained in the State's name. I will issue purchase orders to cover any permit fees.

This should be done prior to advertising the excavation contract in order to prevent delay to the contractor after award.

Very truly yours,

Bob

R. W. Ellison, P.E.
Project Manager

RWE:jk

cc: E. S. Hunter ✓
John McCarthy
V. E. Skoog

RECEIVED
TECHNICAL SERVICES

FEB 15 '80

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

Transportation (DEPT) 37-86299 (TELEPHONE)

TO: E. S. Hunter
Technical Services Engineer

DATE: February 8, 1980

FROM: J. B. Boyd, Manager
Right of Way Section

SUBJECT: Excavation Insuring Contract
Receipt of Bids and Award of Contract
Justice Center
File 46993
FAP I-205-7(8)311

NOTED
E. S HUNTER
CC
2-11-80

[illegible] [illegible] Boyd.

The Lenox Hotel eligibility for historic preservation has impacted our Justice Center project. Our progress indicates that we could prepare the specifications for the excavation insuring contract in order to meet the March 13 letting schedule. This letting schedule stipulates that the site would not be available until April 1. Our Environmental Section hopes to have the clearance on the Lenox Hotel site by February 26. If we do receive this clearance, it would allow the building demolition to begin on March 1. The present demolition contract allows 30 days for building removal which results in the site being cleared on April 1. The site could possibly be available earlier if the demolition contract progresses rapidly.

The specifications for the excavation insuring contract could then indicate site availability on April 1 or earlier if allowed by the Engineer. This letting program would create some liability on the part of the State for extra cost if unforeseen delays occurred.

There are advantages to this program by receiving bids on March 13, plus expeditious handling of the contract award similar to the County Public Works Excavation Project. It would allow the contractor time to receive the necessary approval of a shoring plan prior to a site availability.

[illegible]

There is some element of exposure in setting times such as we are indicating but there is also advantages to setting dates which are obtainable in the evolution of the whole program. In my opinion, setting these time lines, even though not completely insured, will advance the project and be to the State's advantage.

Your concurrence in this program is requested.

JBB:jc

RECEIVED
TECHNICAL SERVICES
FEB 8 '80
REFER TO
FOR

Inf.	Invest	R/D	D/R	Sign	Act	File

9122

B

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

January 28, 1980

NOTED
E. S. HUNTER

Jack Cornwall
Project Architect
111 SW Oak Street
Portland, Oregon 97204

RE: Justice Center
Excavation Contract
Disposal Site
File 46993
FAP No. I-205-7(8)311

Dear Jack:

The attached letter from the Portland Development Commission indicates that they have no disposal site available for material excavated from the Lenox Block. The specifications for the Excavation Contract should, therefore, indicate that the contractor must find his own disposal area.

Very truly yours,

Bob

R. W. Ellison, P.E.
Project Manager

RWE:jk
attach.

cc: E. S. Hunter
Jack Sullivan
John McCarthy

REFER TO
Info

Form 734-3122

1980 Tualatin Valley Hwy. @ Shute 9123
Center in Hillsboro. (Traffic
signal installation)

C4A 7095 9-17-79

TRA 16-6

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TO: H. S. Coulter
State Highway Engineer

DATE: August 28, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Removal
Tualatin Valley Highway at Shute Center
City of Hillsboro

In a July 29, 1981 letter from Ron Failmezger, it was requested that approval be obtained to remove the subject traffic signal. When the signal was installed in 1980 it was expected that the signal warrants would be met as a result of the traffic generated by the Shute Center development. The cost of the signal was paid by the developer. The expected development has not occurred and most likely will not in the near future.

Since the signal is not warranted or required, it should be removed to prevent unnecessary delay for drivers on the highway. The City Engineer for Hillsboro and the property owner have both been contacted. The City Engineer indicated that he would not object to removing the traffic signal and the property owner also did not object, assuming that there was assurance of the signal being replaced at such time it was needed. By removing the signal, we will not be incurring maintenance cost which we would otherwise have. It is not expected that the removal and installation will involve very much time or money.

It is proposed that the District Engineer care for removal of the controller, signal heads and loop amplifiers. The signal controller will be stored at the signal shop with the signal heads and amplifiers stored in Region 1. The District Engineer will also be responsible for the reinstallation of the signal equipment if required at a future date.

Your approval to remove the subject traffic signal is requested as per the authority delegated to you by OTC Delegation Order Number 23, Item 20. Assuming that you approve, please send the original to Bob Gormsen and return a copy to us.

L E George

L. E. George
Traffic Engineer

DH:rw

cc: Bob Gormsen

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 9/1/81

RECEIVED
STATE HWY ENGR
SEP 1 '81
REFER TO
FOR
Info | Inves | R:D | D/R | Sign | Act | File

STATE OF OREGON

Highway - Traffic 378-6537

INTEROFFICE MEMO

TRA 16-6

DATE: August 10, 1981

TO: H. S. Coulter
State Highway Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Removal
Tualatin Valley Highway at Shute Center
City of Hillsboro

In a July 29, 1981 letter from Ron Failmezger, it was requested that approval be obtained to remove the subject traffic signal. When the signal was installed in 1980 it was expected that the signal warrants would be met as a result of the traffic generated by the Shute Center development. The cost of the signal was paid by the developer. The expected development has not occurred and most likely will not in the near future.

Since the signal is not warranted or required, it should be removed to prevent unnecessary delay for drivers on the highway.

Your approval to remove the subject traffic signal is requested as per the authority delegated to you by OTC Delegation Order Number 23, Item 20. Assuming that you approve, please send the original to Bob Gormsen and return a copy to us.

L. E. George
Traffic Engineer

DH:rh
cc: Bob Gormsen

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED

STATE HIGHWAY ENGINEER

Date ______

RECEIVED
[illegible] 1981
TRAFFIC ENGINEERING

STATE OF OREGON

INTEROFFICE MEMO

TO: L. E. GEORGE
Traffic Engineer

DATE: July 29, 1981

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

SUBJECT: TRAFFIC SIGNAL REMOVAL
Tualatin Valley Highway @ Shute Center
City of Hillsboro

I have attached my memo of May 22nd and your response to that memo on June 1, 1981 concerning the possibility of removing the traffic signal at the proposed commercial Shute Center. As explained in my memo, this commercial development never took place, however, the traffic signal remained and was turned on because the City indicated the development was to go forth. Bill Geibel, District Engineer, and I contacted Bruce Warner, City Engineer for Hillsboro, to discuss the matter of possible removal of the traffic signal. It was determined that the proposed development is "dead" and there are no development prospects within the near future. It was also found that the Park and Ride area was not being used as originally expected by the City. Mr. Warner did indicate there was some traffic using this signal instead of Maple Street, which is near the park, to avoid congestion at that point. Traffic can continue to use the left turn lane provided which goes into the park area.

Mr. Warner was asked his opinion of what consequences there would be if we removed the traffic signal. He felt that there would be no consequences or objection that he knew of except for possibly the property owner who might have a concern for getting the traffic signal back in when needed. During the course of our meeting, Mr. Warner was able to get a hold of the property owner and determined that he had no problem with the signal removal if there was assurance of the signal being replaced at such time it was needed.

I would like to have you proceed with obtaining approval from the Highway Engineer to remove the traffic signal. It is our proposal to advise the owner and the City by letter of the proposed removal. Then it would be our intention to bag the traffic signal heads for a period of one or two weeks and then physically remove the traffic signal heads, the traffic controller, and amplifiers and store them until needed at a later date. Please advise of the decision concerning this matter.

RWF/gw
Attachment
cc Ed Hardt
Bill Geibel

RECEIVED
1981
ENGINEERING

L. E. GEORGE

TRA 7

STATE OF OREGON

INTEROFFICE MEMO

TO: R. W. Failmezger
Region I Traffic Engineer

DATE: June 1, 1981

FROM: L. E. George
Traffic Engineer

OE RE RME RCE BE
TE RECEIVED RGM
UE [illegible] 1981 RSC
SO REGION I RBI
TO

SUBJECT: Traffic Signal
Tualatin Valley Highway at Shute Center
City of Hillsboro

In your memo to file dated May 22, 1981, the subject traffic signal installation was discussed.

We agree that since the proposed development has not taken place, it may be desirable to contact the City to see what their thoughts are concerning whether or not the signal should remain operational.

If there are no expected safety problems as a result of not having the traffic signal in operation and the warrants are not met, we would have no objection to deactivating the traffic signal.

L E George
L. E. George
Traffic Engineer

DH:er

cc: E. L. Hardt
W. W. Geibel

Ron - I would think that the State Highway Engineer would have to approve any removal to avoid legal problems.

Bud

STATE OF OREGON INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: May 22, 1981

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

REGION I

SUBJECT: TRAFFIC SIGNAL M.P. 15±
Tualatin Valley Hwy. @ Shute Center
City of Hillsboro

RE RME RCE SE TE
UE SO RSM RSC
RBI BE TO

Ms. Diane Lund, Oregonian Correspondent, Phone 643-3986, was making in-depth inquiries conerning the disposition of the subject traffic signal.

You will recall this traffic signal was paid for by the prospective developers of the Shute Center. Ms. Lund was asking who paid for the traffic signal, who maintained it, who it belongs to, how much it costs, who pays power, and why we're operating it when the Center did not go in.

At the time of the traffic signal turn-on the City was present and indicated at that time the developer was going ahead, and that the City wanted the signal on until that time to provide for pedestrian traffic which would be crossing the highway to and from the park and ride area. It seems that the developer has been unable to go ahead with the project, which means that the signal may be operating at a minimal traffic level for some time. I would suggest that it might be time to get together with the City and determine whether this signal should remain operational since the original purpose for the traffic signal has not been carried through. I would request guidance concerning this matter.

RWF/gw
cc L. E. George
E. L. Hardt
W. W. Geibel

7123

L

August 17, 1981

Fidelity and Deposit Co. of Maryland
Suite 1000, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

CON 5
9123

Gentlemen:

A post-final payment for $1,237.50 will be made to L. W. Hembree Company on Contract No. 9123 for traffic signals on the Tualatin Valley Highway at Shute Center in Hillsboro, Washington County, as soon as the warrant is prepared.

The total amount paid on this contract will be $33,058.25 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc L. W. Hembree Company
1441 S. E. 82nd Avenue
Portland, OR 97214

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, Maryland 20203

C. T. Keasey
Walt Hart
Ed Hardt

STATE OF OREGON INTERoFFICE MEMO

Highway - Traffic 378-6537 TRA 16-6

TO: H. S. Coulter
State Highway Engineer

DATE: August 10, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Removal
Tualatin Valley Highway at Shute Center
City of Hillsboro

In a July 29, 1981 letter from Ron Failmezger, it was requested that approval be obtained to remove the subject traffic signal. When the signal was installed in 1980 it was expected that the signal warrants would be met as a result of the traffic generated by the Shute Center development. The cost of the signal was paid by the developer. The expected development has not occurred and most likely will not in the near future.

Since the signal is not warranted or required, it should be removed to prevent unnecessary delay for drivers on the highway.

Your approval to remove the subject traffic signal is requested as per the authority delegated to you by OTC Delegation Order Number 23, Item 20. Assuming that you approve, please send the original to Bob Gormsen and return a copy to us.

ORIGINAL SIGNED BY GEORGE

L. E. George
Traffic Engineer

DH:rh
cc: Bob Gormsen ✓

L

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM OREGON 97310

June 5, 1981

Mr. L. W. Hembree
1441 SE 82nd Ave.
Portland, OR 97216

Dear Mr. Hembree:

I have looked into the matter you described in your letter regarding the State Highway Division.

The information I have received indicates that there is a differing of opinion as to the source of the error that has created this situation. Therefore, I have asked the Highway Division's Region Engineer, Mr. E. L. Hardt, to contact you to arrange a meeting.

I am hopeful that, in this metting, the matter can be resolved.

If you have further questions or if this office can assist you in the future, please do not hesitate to call or write.

Sincerely,

Sharon

Sharon E. Steen
Governor's Assistant
Deputy Citizens' Representative

SES:bh

bcc Scott Coulter

RECEIVED
STATE HWY ENGR
JUN 9 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON
OFFICE OF THE GOVERNOR
OMBUDSMAN INFORMATION SHEET
STATE CAPITOL
SALEM, OREGON, 97310

CASE NO.

AGENCY: Transportation

DATE OF INQUIRY: 5/19/81

TAKEN BY: Sharon Steen

ASSIGNED TO: Scott Coulter

NAME OF INQUIRER: L W Hembree

☒ WRITTEN ☐ PHONE CALL

ADDRESS: 1441 SE 82nd Ave

☐ VISIT

CITY: Portland, Or. 97216

PHONE
RESIDENCE BUSINESS

☒ COMPLAINT ☐ SERVICE ☐ NO JURISDICTION

☐ INFORMATION ☐ REFERRED ☐ NO JURISDICTION BUT ASSISTANCE PROVIDED

SUBSTANCE OF INQUIRY OR COMPLAINT

See attached

☐ INVESTIGATE & ACKNOWLEDGE STATING OMBUDSMAN REFERRED INQUIRY TO YOU. SEND COPY TO THIS OFFICE.

☐ DRAFT REPLY SUITABLE FOR OMBUDSMAN'S SIGNATURE.

☒ INVESTIGATE & FURNISH THIS OFFICE WITH NECESSARY INFORMATION TO RESPOND TO INQUIRY.

☐ FOR YOUR INFORMATION.

COMMENTS & RECOMMENDATIONS

June 1, 1981

Dear Sharon:

I am attaching a rough draft to L. W. Hembree for your consideration. If you have any questions, please let me know.

Sincerely,

Scott Coulter
State Highway Engineer

HSC:lb
bc E. L. Hardt
Jim Cochell

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216
PHONE: 777-4555 AREA CODE: 503

April 30, 1981

Clay Myers, State Treasurer
Capitol Building
Salem, Oregon 97310

Re: Contract #9123 Oregon State Highway Department
Traffic Signal Installation on Tualatin Valley Hwy. at Shute
Center, Hillsboro, Oregon.

Dear Mr. Myers:

We had a contract in 1980 with the OSHD to install four poles and traffic signals. We have never been able to get a complete settlement from the State and after trying several times in various ways with no results, could you try something for us.

We have sent several statements and letters to the Resident Engineer, Jim Cochell and received no answers.

Our problem in a brief nut shell:

Our foreman checked with the State by phone to verify the proper bolt circle size of the pole bases. The State found their poles in stock were not the same as listed in the specifications and they had to modify four of their poles to fit. This delayed delivery date by one week, letter 7/14/80 (enclosed).

We sent a man to Salem to pick up the poles and after delivering them to the jobsite in Hillsboro, Oregon, found the modified poles sent by the State did not fit the bolts on the job. Another phone call was made to Salem and they located four poles there that would work. We then had to take the poles back to Salem and exchange them.

The State then sent us a bill for the modification, which was their fault.

We have written letters 9/22/80 & 12/17/80 (enclosed), to the Resident Engineer Jim Cochell, protesting with no response from him.

continued

On 2/12/81 (enclosed) we sent a letter to Bud George, Dept. of Trans. Salem, and received a letter from him dated 2/23/81 (enclosed). This is the last communication from the State.

The letter dated 3/31/81 (enclosed) is signed by our Foreman who was on the job, and directly involved.

We are requesting the $1,287.50 the State withheld for pole base modification and $850 for additional handling costs for us to exchange the poles in Salem and pulling off and remobilizing our entire crew, making a total of $2,137.50.

Apparently the Dept. of Trans. doesn't realize we were trying to get help from them because we weren't getting anywhere with the Resident Engineer and referring our letters back to him is not solving anything.

We have had other problems with the Dept. of Trans. too, that do not appear on other construction jobs. We have one inspector that interprets his job as "Foreman" and is actually running the traffic signalization jobs we're doing at Mt. Hood Hwy. at Hogan Road and at Powell Valley Road rather than inspecting it. He has cost us hundreds of dollars insisting the Electricians and Carpenters jump this way or that, overlooking the fact they know what they are doing. The way he wants it done works just as well, but is not the economical way of doing it, which is what we have to consider more than ever on todays market.

Another problem is the continual fighting to have progress billings paid promptly. When we present our "invoice" as called for in their "Red Book" they ignore it completely and pay as they see fit.

Most jobs want a certification of the hourly payroll and out of the blue, months after we had started the job one Resident Engineer insists he also has to have a daily breakdown of all the payroll by man per hr. and a weekly breakdown of all the benefits (copy enclosed).

We don't mind certifying that these payrolls are being paid, which we are bound to do by the union and by contract with the State, but the daily reports are a tremendous amount of unnecessary work and office expense which makes our cost higher and in turn the State is paying more, making a dominoe effect costing the taxpayers more money.

Another item is the Dept. of Trans. arbitrarily sets a schedule of time insufficient to purchase, manufacture and install the material. They allow no extension of time even though the material cannot be obtained on time, assessing penalties under the guise of liquidated damages even though they themselves are many times the cause of the delay by rejecting standard materials and continued

each engineers drawing his own pet design causing in many cases a one-of-a-kind manufactured item.

We hate to be redundant but these are costs that are ultimately passed on by higher quotations from manufacturers to installers ultimately costing the voting taxpayers millions of dollars more.

We do not expect you to wave a magic wand and be able to cure all of these problems, but for now we would appreciate help with getting our monies due us paid without any further delay or expense on our part.

Thank you for your help.

Sincerely,

L.W. Hembree

enclosures

LWH:djh

cc:Representative,Hardy Myers
Senator, Jim Gardner

HEMCO ENTERPRISES
BUILDING CONSTRUCTION
1441 S.E. 82ND AVENUE • PORTLAND, OREGON 97216
777-1405

March 31, 1981

Subject: Statement by Gary Petersen

L.W. Hembree Electric Co. Job #700
OSHD Intersection Signal Job
Tualatin Hwy. At Shute Contract #9123

Re: Pole Base Bolt Hole Dimensions

Because of the problems other Contractors were having with State supplied signal poles with bolt circle dimensions varing with those specified on the plans and specifications, I contacted Mr. Bob Judson with the OSHD testing labs in Salem, from whom we would be taking delivery of the signal poles, to verify that the poles did indeed have the 18" bolt circle specified on the plans. He informed me the State of Oregon did not stock a pole with that dimension bolt pattern, but would check and get back to me. He called later that day informing me that the State was going to have to modify 4 other poles they had to our job specifications, this modification would take about a week and we could take delivery on July 21, 1980.

On July 21, 1980, we sent a truck to Salem, picked up the 4 modified poles, and had them delivered to the job site in Hillsboro. There the installing crew discovered that the poles would not fit onto our 18" bolt pattern.

After an on site inspection with Ed Ray, the two of us met with Jim Cochell, Project Engineer for the State, in his office to discuss the problem. He suggested contacting the OSHD testing lab in Salem, to see if they might have other poles with a bolt circle close enough or with holes large enough to accomodate the bolts we had cemented in the ground. He then called Bob Judson at the testing lab and found that they did indeed have 4 poles with hole diameters that would just barely accept our bolts. We then scheduled to return the poles we had just picked up and exchanged them for those that would fit. This was done the following week. At no time during the conversations with Jim Cochell or Bob Judson was there any mention of a charge for the modification work on the original poles or for pole exchange. In a phone conversation with Margie Meinzer, Jim Cochell said he was totally unaware that a charge would be made by the State for the pole modification which they made by the way to way, to correct their own original mistake.

Signed Gary Petersen

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

#110

February 23, 1981

In Reply Refer to
File No
TRA 7-6

Mr. L. W. Hembree
L. W. Hembree Co.
Electrical Contractors
1441 S.E. 82nd Avenue
Portland, OR 97216

Dear Mr. Hembree:

Your letter of February 12, 1981 requested that I consider reimbursement for certain work involved on a Highway Division signal installation contract at the Tualatin Valley Highway and the Shute Center (Contract No. 9123).

I do not have the capability of considering your claim, however, I am taking the liberty of sending your letter to the Region Engineer, Mr. E. L. Hardt, and to your project Resident Engineer, Mr. J. W. Cochell, for their consideration. I am sure you will be contacted on this matter.

Sincerely,

L E George

L. E. George
Traffic Engineer

cc: E. L. Hardt
J. W. Cochell

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216
PHONE: 777-4555 AREA CODE: 503

February 12, 1981

Department of Transportation
Transportation Bldg.
Salem, Oregon 97310

7CC

Attn: Bud George
Re: Contract No. 9123, Price Agreement #1
Tualatin Valley Hwy. at Shute Center

Dear Bud:

As per our conversation regarding the traffic signal installation on the Tualatin Valley Highway at Shute Center in Hillsboro, our Ed Ray wrote the enclosed letter explaining why we should not pay the State any monies and in surveying the situation, it appears we, indeed, should be billing the State extras for them having supplied the wrong poles, which we had to return and exchange.

As of this late date, we still have not been paid the last $2,312.99 of our contract, and we should be reimbursed for an additional $850.00 for handling charges incurred above and beyond our part.

Would you please se that our contract is raised $850.00 and that we receive immediate reimbursement for $3,162.99.

Sincerely,

L.W. HEMBREE CO.

L.W. Hembree

LWH:eh
Encl. Eddie's letter
Price Agreement #1

QUALITY WORK MINIMUM COST

CONTRACTOR L. W. Hembree Co.
ADDRESS 14611 - S E 82nd - Portland 97216
CONTRACT NO 9194
TYPE Electrical

CERTIFIED TRANSCRIPT OF LABOR PAY ROLL

For Projects Financed in Whole or in Part with Federal Funds

PAY ROLL NO 17
FEDERAL PROJECT NO Mt Hood-@ S E Hogan Rd & B
STATE Oregon
WEEK ENDING 4-11-81
SHEE
COUNTY

A	1	2	3	4								5	6	7						8				
LINE NO.	NAME (SEE INSTRUCTIONS ON REVERSE SIDE OF FORM)	DUPLICATIONS	LABOR POSITION CLASSIFICATION	HOURS WORKED EACH DAY							TOTAL HOURS WORKED	RATE PER HOUR	TOTAL AMOUNT EARNED	Fed DEDUCTIONS						FRINGE BENEFIT PAYMENTS				
				S	M	T	W	T	F	S				F.O.A. INS	WITH HOLDING TAX	STATE MEDICAL AID	STATE INCOME TAX	C L MISC Vac	TOTAL	HEALTH AND WELFARE	PENSIONS	VACATIONS	APPRENTICESHIP PROGRAM	OTHERS
1	William T Bradford		Journeyman Electrician		8	8	*3 5½	8			32	17.90	572.17	38.08	118.03	.32	37.00	45.81	239.24	28.80	64.00		2.56	1.60
2	Will J. Jordan		Foreman Electrician		7	4	*3 3½	8	8		33½	19.99	717.64	47.72	—	.32	—	30.00 67.41	140.45	30.15	67.00		2.68	1.67
3	Don R. Nau 2045 - SE 76th Portland, OR 97216 18 529-64-0135		Journeyman Foreman Electrician		8	8	8	8	*8		40	19.55	782.00	52.00	203.78	.40	61.00	25.00 62.56	404.74	31.00	80.00		3.20	39.10
4																								
5	Edward D Raiz		Foreman Electrician		8	*1½ 6½	8	8	*1½ 6½		40	21.50	860.00	57.19	211.86	.40	59.00	300.00 68.50	697.25	36.00	80.00		3.20	39.10
6																								
7	Marshall S Bay		Foreman Carpenter		*8	*5½	*8	*4½ *2	*5		½ 28½	15.49	456.97	30.39	84.23	.32	28.00	Vac 18.55	163.79	39.00	29.00		2.00	1.45
8	Lee C. Jimison		Apprentice Carpenter		*8	*8	*8	*8	*8		40	9.69	387.60	25.78	88.59	.40	25.00	2.00 26.00	168.51	40.00	40.00		2.80	1.45
9	L. Harry Peterson		Foreman Carpenter		*1	*1	*1	*4½ 1	*3		13	15.49	207.38	13.39	16.23	.16	7.00	.51 8.45	46.14	13.00	13.00		.91	.65
10																								
11	*Mt Hood Job Only				*1																			
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Co
E3rd- Portland 97216

CERTIFIED TRANSCRIPT OF LABOR PAY ROLL

For Projects Financed in Whole or in Part with Federal Funds

PAY ROLL NO 17
FEDERAL PROJECT NO Mt. Hood-@ S E Hogan Rd & Burnside Rd
STATE Oregon
WEEK ENDING 8-11-81
SHEET NO. 1 OF 1
COUNTY Multnomah

3		4								5	6	7						8					9	10	11
LABOR POSITION CLASSIFICATION		HOURS WORKED EACH DAY S	M	T	W	T	F	S	TOTAL HOURS WORKED	RATE PER HOUR	TOTAL AMOUNT EARNED	Fed DEDUCTIONS F.O.A. INS	WITH HOLDING TAX	STATE MEDICAL AID	STATE INCOME TAX	Misc Vac	TOTAL	FRINGE BENEFIT PAYMENTS HEALTH AND WELFARE	PENSIONS	VACATIONS	APPRENTICESHIP PROGRAM	OTHERS	ACTUAL WAGES PAID	TRAVEL	TOTAL CHECK
Journeyman Electrician	O S		8	8	★3 5½	8			32½	17 90	572 67	38 08	116 03	32	37 00	45 81	239 24	28 80	64 00		2 56	1 60	333 83	[illegible]	333 [illegible]
Foreman Electrician	O S		7	4	★3 3½	8	8		33½	19 99	717 64	47 72	—	32	—	30 00 67 41	140 45	30 15	67 00		2 68	1 67	577 19	40 00	607 41
Journeyman Electrician	O S		8	8	8	8	★8		40	19 55	782 00	52 00	203 78	40	61 00	25 00 62 56	404 74	36 00	80 00		3 20	39 10	377 26	19 00	396 26
	O S																								
Foreman Electrician	O S		8	★1½ 6½	8	8	★1½ 6½		40	21 50	860 00	57 19	211 86	40	59.00	500 00 68 50	697 25	36 00	80 00		3 20	39 10	162 75	20 86	183 61
	O S																								
Foreman Carpenter	O S		★8	★5½	★8	★2	★5		28½	15 49	456 97	30 39	84 23	32	28 00	18 55	163 79	29 00	29 00		2 00	1 45	293 18		293 18
Apprentice Carpenter	O S		★8	★8	★8	★8	★8		40	9 69	387 60	25 78	88 53	40	25 00	2 00 26 00	168 51	40 00	40 00		2 80	1 45	[illegible] 09		219 09
Foreman Carpenter	O S		★1	★1	★1	★4½ 1	★3		13	15 49	203 38	13 39	16 23	16	7 00	8 45	46 14	13 00	13 00		91	65	155 24	5 50	160 74
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Payroll Number 17 **Payroll Date** 1-12-81 **Gross Amount** [illegible]

The regulations of the Secretary of Labor under the Copeland "Anti-Kickback" Act, as amended, (48 Stat 948 63 Stat 108, 72 Stat 967, 76 Stat 357, 40 U.S.C 276c), are a part of the contract

In accordance with the above act, as amended, and regulations, each week there shall be furnished to the engineer a statement executed by each contractor or subcontractor or by an authorized officer or employee of such contractor or subcontractor who supervises the payment of wages, with respect to the wages paid during the preceding weekly payroll period, in the form prescribed by the regulations as follows:

Project No. 9194 4 27 19 80

State Oregon

County Multnomah

I, Doris Ann Ross, Bkpr (Title) do hereby state:
(Name of signatory party)

(1) That I pay or supervise the payment of the persons employed by L.W Hembree Co (Contractor or subcontractor) on the Mt.Hoodo S.E. Hogans S.E. Burnside Rd. (Building or work); that during the payroll period commencing on the 5th day of Jan., 19 81, and ending on the 11th day of Jan. 19 81, all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said L.W Hembree Co (Contractor or subcontractor) from the full weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full wages earned by any person, other than permissible deductions as defined in Regulations, Part 3 (29 CFR Subtitle A), issued by the Secretary of Labor under the Copeland Act, as amended (48 Stat. 948.63 Stat. 108, 72 Stat. 967; 76 Stat. 357; 40 U.S.C. 276c), and described below:

Soc Sec	State Comp	
Fed W H	Vacations	State Council
State W H.	Credit Union	

(2) That any payrolls otherwise under this contract required to be submitted for the above period are correct and complete; that the wage rates for laborers or mechanics contained therein are not less than the applicable wage rates contained in any wage determination incorporated into the contract; that the classifications set forth therein for each laborer or mechanic conform with the work he performed.

(3) That any apprentices employed in the above period are duly registered in a bona fide apprenticeship program registered with a State apprenticeship agency recognized by the Bureau of Apprenticeship and Training, United States Department of Labor, or if no such recognized agency exists in a State, are registered with the Bureau of Apprenticeship and Training, United States Department of Labor.

(4) That.

(a) WHERE FRINGE BENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS

☐ In addition to the basic hourly wage rates paid to each laborer or mechanic listed in the above referenced payroll, payments of fringe benefits as listed in the contract have been or will be made to appropriate programs for the benefit of such employees, except as noted in Section 4(c) below.

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH

☐ Each Laborer or mechanic listed in the above referenced payroll has been paid as indicated on the payroll, an amount not less than the sum of the applicable basic hourly wage rate plus the amount of the required fringe benefits as listed in the contract, except as noted in section 4(c) below.

(c) EXCEPTIONS

EXCEPTION (CRAFT)	EXPLANATION

REMARKS

A contractor who pays no fringe benefit [illegible] pay to the employee and insert in the straight time hourly rate colum less than the predetermined rate for each classification plus the amount of fringe benefits determined for each classi decision Inasmuch as it is not necessary to pay time and a half on cash paid in lieu of fringes, the overtime rate sh the basic predetermined rate, plus the half time premium on the basic or regular rate plus the required cash in lieu rate To simplify computation of overtime, it is suggested that the straight time basic rate and cash in lieu of fring hourly rate column, thus $3.25/.40 In addition, the contractor shall check paragraph 4(b) of the statement to indic benefits in cash directly to his employees. Any exceptions shall be noted in Section 4(c)

Use of Section 4(c), Exceptions

Any contractor who is making payment to approved plans, funds, or programs in amounts less than the wage determ pay the deficiency directly to the employees as cash in lieu of fringes Any exceptions to Section 4(a) or 4(b), whichev shall be entered in Section 4(c). Enter in the Exception column the craft, and enter in the Explanation column the hourl as cash in lieu of fringes, and the hourly amount paid to plans, funds, or programs as fringes.

Doris An
(Signature

Section 1001 of Title 18 of the United states Code (Criminal Code and Criminal Procedure) shall apply to such state 967 (18 U S C 1001, among other things, provides that whoever knowingly and willfully makes or uses a docume entry, in any matter within the jurisdiction of any department or agency of the United States, shall be fined not mo not more than five years, or both).

INSTRUCTIONS FOR PREPARATION OF PAY ROLLS

Insert name of contractor, his address, contract number, type of construction, pay roll and sheet numbers, State ect is located, and the date on which the pay period ends.

Column A.— Do not alter line number.

Column 1.— Permanent address of each employee to be shown once or, thereafter, only if changed The Social Se only once

Check thus / the name of each employee referred by the United States Employment Service (Form 320) For classes of labor are required to be secured by certification from the United States Employment Service, appropri tached to the pay roll for each employee secured otherwise

Column 2.— When an employee is changed in classification during a pay period, the second insertion of his name by a fraction, the numerator of which shall be the line number and the denominator the page number of which his or this operation for additional changes in classification.

Column 3.— Insert labor position classification of employee as shown in the minimum wage determination list

Column 4.— Actual hours worked each day must be shown. Total hours worked during the week must be show

Column 5.— Rate per hour must be rate actually paid.

Column 6.— Equals result of weekly hours worked for normal work week times rate per hour, plus any overtim

Column 7.— Enter in this column all deductions made and which are described in the statement Permissible dedu section 3 5 of the regulations issued by the Secretary of Labor

Column 8.— When fringe benefits are prevailing for various classes of laborers and mechanics in the area of prop fits are includable in any Davis-Bacon wage determination.

Column 9.— Enter difference between columns 6 and 7 plus any fringe benefits paid in cash.

Column 10.— This column may be used by the contractor to record data for his own use and also for data he agencies such as the Wage and Hour Division of the Department of Labor.

The statement appearing hereon must be signed in proper form on the final sheet.

Two copies of the pay roll shall be filed with the resident engineer for each calendar week not later than the which the employees were paid, which shall not be later than the week following that covered by the pay roll.

FEDERAL HOUSING ADMINISTRATION CERTIFICATION:

The undersigned hereby certifies that the attached payroll for the period of

to is correct and complete; that the wage rat less than those determined by the Secretary of Labor; that the classification set forth for each mechanic, labore workman employed in the construction of the project is correct and complete and that no deductions or rebates hav or indirectly, from the full weekly wages earned other than permissible deductions as defined in the regulations of the Anti-Kickback Act.

Sign

Payroll Date 1-12 81 Gross Amount ?,9 13

tary of Labor under the Copeland "Anti Kickback" Act, as amended, (48 Stat 948 63 Stat 108, 72 Stat 967, 76 Stat
of the contract

e act, as amended, and regulations, each week there shall be furnished to the engineer a statement executed
ctor or by an authorized officer or employee of such contractor or subcontractor who supervises the payment
ages paid during the preceding weekly payroll period, in the form prescribed by the regulations as follows:

4 27 19 80

rah
nn Ross Bkpr do hereby state:
natory party) (Title)

the payment of the persons employed by L. W Hembree Co
(Contractor or subcontractor)

E Hogans S. E. Burnside Rd ; that during the payroll period commencing on the
(Building or work)

Jan. , 19 81, and ending on the 11th day of

81 , all persons employed on said project have been paid the full weekly wages earned, that no rebates have
ctly or indirectly to or on behalf of said L. W Hembree Co
(Contractor or subcontractor)

ned by any person and that no deductions have been made either directly or indirectly from the full wages earned
issible deductions as defined in Regulations, Part 3 (29 CFR Subtitle A), issued by the Secretary of Labor under
48 Stat. 948.63 Stat. 108, 72 Stat. 967; 76 Stat. 357; 40 U.S.C. 276c), and described below:

State Comp
Vacations State Council
Credit Union

wise under this contract required to be submitted for the above period are correct and complete; that the wage
contained therein are not less than the applicable wage rates contained in any wage determination incorporated
sifications set forth therein for each laborer or mechanic conform with the work he performed.

ployed in the above period are duly registered in a bona fide apprenticeship program registered with a State
ed by the Bureau of Apprenticeship and Training, United States Department of Labor, or if no such recognized
gistered with the Bureau of Apprenticeship and Training, United States Department of Labor.

ENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS
the basic hourly wage rates paid to each laborer or mechanic listed in the above referenced payroll, payments
fits as listed in the contract have been or will be made to appropriate programs for the benefit of such employees,
d in Section 4(c) below.

ENEFITS ARE PAID IN CASH
or mechanic listed in the above referenced payroll has been paid as indicated on the payroll, an amount not less
of the applicable basic hourly wage rate plus the amount of the required fringe benefits as listed in the
t as noted in section 4(c) below.

PTION (CRAFT)	EXPLANATION

A contractor who pays no fringe benefit … pay to the employee and insert in the straight time hourly rate column of his payroll an amount not less than the predetermined rate for each classification plus the amount of fringe benefits determined for each classification in the applicable wage decision. Inasmuch as it is not necessary to pay time and a half on cash paid in lieu of fringes, the overtime rate shall not be less than the sum of the basic predetermined rate, plus the half time premium on the basic or regular rate plus the required cash in lieu of fringes at the straight time rate. To simplify computation of overtime, it is suggested that the straight time basic rate and cash in lieu of fringes be separately stated in the hourly rate column, thus $3.25/.40. In addition, the contractor shall check paragraph 4(b) of the statement to indicate that he is paying fringe benefits in cash directly to his employees. Any exceptions shall be noted in Section 4(c).

Use of Section 4(c), Exceptions

Any contractor who is making payment to approved plans, funds, or programs in amounts less than the wage determination requires is obliged to pay the deficiency directly to the employees as cash in lieu of fringes. Any exceptions to Section 4(a) or 4(b), whichever the contractor may check, shall be entered in Section 4(c). Enter in the Exception column the craft, and enter in the Explanation column the hourly amount paid the employees as cash in lieu of fringes, and the hourly amount paid to plans, funds, or programs as fringes.

Doris Ann Ross, Bkpr.
(Signature and title)

Section 1001 of Title 18 of the United states Code (Criminal Code and Criminal Procedure) shall apply to such statement as provided at 72 Stat. 967 (18 U.S.C. 1001, among other things, provides that whoever knowingly and willfully makes or uses a document or fraudulent statement of entry, in any matter within the jurisdiction of any department or agency of the United States, shall be fined not more than $10,000 or imprisoned not more than five years, or both).

INSTRUCTIONS FOR PREPARATION OF PAY ROLLS

Insert name of contractor, his address, contract number, type of construction, pay roll and sheet numbers, State and county in which the project is located, and the date on which the pay period ends.

Column A.— Do not alter line number.

Column 1.— Permanent address of each employee to be shown once or, thereafter, only if changed. The Social Security number is to be shown only once.

Check thus ✓ the name of each employee referred by the United States Employment Service (Form 320). For those cases where specified classes of labor are required to be secured by certification from the United States Employment Service, appropriate explanation shall be attached to the pay roll for each employee secured otherwise.

Column 2.— When an employee is changed in classification during a pay period, the second insertion of his name shall be shown in this column by a fraction, the numerator of which shall be the line number and the denominator the page number of which his previous time is shown. Repeat this operation for additional changes in classification.

Column 3.— Insert labor position classification of employee as shown in the minimum wage determination list for the project

Column 4.— Actual hours worked each day must be shown. Total hours worked during the week must be shown.

Column 5.— Rate per hour must be rate actually paid.

Column 6.— Equals result of weekly hours worked for normal work week times rate per hour, plus any overtime earned payments.

Column 7.— Enter in this column all deductions made and which are described in the statement. Permissible deductions are those described in section 3.5 of the regulations issued by the Secretary of Labor.

Column 8.— When fringe benefits are prevailing for various classes of laborers and mechanics in the area of proposed construction, such benefits are includable in any Davis-Bacon wage determination.

Column 9.— Enter difference between columns 6 and 7 plus any fringe benefits paid in cash.

Column 10.— This column may be used by the contractor to record data for his own use and also for data he may wish to record for other agencies such as the Wage and Hour Division of the Department of Labor.

The statement appearing hereon must be signed in proper form on the final sheet.

Two copies of the pay roll shall be filed with the resident engineer for each calendar week not later than the seventh day after the date on which the employees were paid, which shall not be later than the week following that covered by the pay roll.

FEDERAL HOUSING ADMINISTRATION CERTIFICATION:

The undersigned hereby certifies that the attached payroll for the period of

to is correct and complete; that the wage rates contained therein are not less than those determined by the Secretary of Labor; that the classification set forth for each mechanic, laborer, helper, apprentice or other workman employed in the construction of the project is correct and complete and that no deductions or rebates have been made, either directly or indirectly, from the full weekly wages earned other than permissible deductions as defined in the regulations of the Secretary of Labor under the Anti-Kickback Act.

Signed

To

Jim Coshell
State Of Oregon

FROM

[redacted]

DATE 9/22/80 SUBJECT TV & shute rd. Hillsboro

MESSAGE

We were surprised to have been charged for the poles. In talking with my people, we were told that there would be no charge for this.
For this reason we would appreciate your removal of this charge.

L W Hembree

SIGNED ______

DATE OF REPLY ______

REPLY

SIGNED ______

DETACH & FILE FOR FOLLOW-UP

your a, proval on This agreement is urgently requeste

Ken Hubert

This is not a Proper Charge in all discussions w/ our. Co. [illegible] [illegible] we need to send an Xtra bill to them because they [illegible]

OREGON STATE
HIGHWAY DIVISI
2131 SW Scholls Ferry
Portland, Oregon 9722

September 10,1980

L.W. Hembree Co.
1442 SE 82nd Ave.
Portland, Oregon 97216

Re: Price Agreement No. 1
Contract No. 9123

Gentlemen:

The accompanying P.A. is to provide reimbursement to the project for the cost of modifying four steel poles to your measurements.

This has been dicussed with a representative of your company. Please sign the original and one copy, retaining the third copy for your records. Return the original and the signed copy to my office for forwarding.

J.W. Cochell
J.W. Cochell
Resident Engineer

[illegible] (Rev. [illegible])

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name TV Highway at Shute Center
Date 9/10/80, 19
Highway Tualatin Valley
Contract No. 9123
County Washington
Prefix 34-8299
Contractor L.W. Hembree Co.
F. A. Project No. STATE
Address 1441 SE 82nd Ave. Portland, Oregon 97216
Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: The purpose of this agreement is to credit the project for the cost of modifying four, 30 ft. galvanized steel poles to 18" ctr. bases w/1½" bolt holes.

Locations by station numbers:

N.A.

Names of pay items, estimated quantities and agreed prices:

Modify Pole Bases, Lump Sum — $1,287.50

Specifications, basis of measurement and other provisions: Contractor to reimburse the project for the cost of modification work done by State forces and billed to the project.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $55,217.63
Present estimate of project cost, including $-1,287.50 for work under this order $51,760.00
Expected under-run XXXXXXX (amount) $ 3,457.63
Expected under-run XXXXXXX (per cent) 6

Space to right of this line is for use of Salem Office

Submitted by Resident Engineer
Signed Contractor
Approval Recommended Division Engineer
Approval Recommended Construction Engineer or Bridge Engineer
Approved Deputy State Highway Engineer, Assistant State Highway Engineer or State Highway Engineer

[illegible]

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216
PHONE: 777-4555 AREA CODE: 503

December 17, 1980

J.W. Cochell
Resident Engineer
Oregon State Highway Division
2131 S.W. Scholls Ferry Road
Portland, OR 97221

700

Re: Price Agreement #1
Contract No. 9123

Dear sir:

In reference to your letter of September 10, 1980 requesting reimbursement to the project for the cost of modifying four metal pole bases, we do not feel that this is a proper or justified charge.

The modification made to the pole bases by the state of Oregon was to comply with the bolt circle specifications set forth on sheet #2, drawing # 35010 structural design section of plans for Oregon State Highway Department Contract #9123 and not to our measurements as indicated in your letter to us of the above date. The delay in job progress and remobilization of crews due to these pole modifications and subsequent exchange of poles to and from Salem due to further plan misinterpretations were totally at our expense. We feel, therefore, no financial responsibility for this work.

The state of Oregon billed to the project only after it's successful completion and without any prior correspondence to the existence of such a charge.

Respectively yours,

Ed D. Ray
Job Coordinator

EDR/ro

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
[illegible] GON 97236
PHONE [illegible] CODE 503

July 14, 1980

James Cochell
Oregon State Highway Division
2131 S. W. Scholls Ferry Rd.
Portland, Oregon 97221

RE: Tualatin Valley Highway at Shute Center
Contract #9123 Our Job #700

Dear Jim:

This letter is to notify you of a delay in our time scheduling.

We called Bob Judson at the testing lab in Salem to check the bolt circle dimensions on the strain poles and found the dimensions to be off.

Please see the attached drawings specifying an 18" bolt circle. Our crew working from the drawings installed an 18" base. We have caught the error in time and the poles are being reworked so the proper bases will be furnished.

This will delay our installation by one week and upset our scheduling on other jobs planned for this crew. By pulling off the crew and remobilizing, it will cost us four to six weeks. On that basis, we are asking for a 45 day extension on our contract time.

Sincerely,

Margie Meinzer

Margaret J. Meinzer
Estimating

MJM:mep

QUALITY WORK MINIMUM COST

#1123

February 13, 1981

Fidelity & Deposit Co. of Maryland
Suite 1000, Lloyd 500 **Building**
500 N.E. Multnomah
Portland, OR 97232

CON
#9123

Gentlemen:

On February 9, 1981, we wrote to you concerning release of final payment on Contract No. 9123 awarded to L. W. Hembree Company for traffic signals on the Tualatin Valley Highway at Shute Center in Hillsboro, Washington County.

Final payment on this contract is $1,000 and the total contract amount is $31,770.75. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: L. W. Hembree Company
1441 S.E. 82nd Avenue
Portland, OR 97214

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. T. Keasey
Walt Hart
E. L. Hardt

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
C.C. Meisel Co., Inc. No. 9196	Willamina (W. Main St.) Yamhill County	January 16, 1981
Ray Wells, Inc. No. 9173	Reedsport-Clear Lake Douglas County	January 16, 1981
Columbia Excavating, Inc. No. 9087	Mult. County Maint. & Operations Facility Multnomah County	January 16, 1981
R. L. Coats No. 8904	Glenwood Dr.-S.C.L.(Bend) Deschutes County	January 27, 1981
Hamilton Const. Co. No. 9001	N & S Fork Coyote Cr. (Gillespie Corners) Bridges Lane County	January 30, 1981
Oregon Asphaltic Paving Co. No. 8819	SE Duke St.-SE Clatsop St. Multnomah County	February 4, 1981
L. W. Hembree Co. No. 9123	Tualatin Valley Hwy. @ Shute Center Washington County	February 5, 1981
Aubrey Mountain Construction Co. No. 9127	U.S. Feed Canal (Echo) Br. Umatilla County	February 5, 1981
Hensel Phelps Const. Co. No. 8818	Columbia Blvd. (UPRR U'Xings) Multnomah County	February 6, 1981

February 6, 1981

Keasey

C. T. Keasey
Asst. State Highway Engineer

1 29

Z Christ... RECEIVED

AS Sullivan Copy

Turpin

NARRATIVE REPORT

Tualatin Valley Hwy. at Shute Center
Tualatin Valley Highway Washington County
Prefix: 34-8299 Contract: 9123
State Project

This State project was awarded to L. W. Hembree Company on June 3, 1980, for the contract amount of $32,525.00. Work commenced June 23, and completed on September 11, 1980. The specified completion time on this project was 90 calendar days with 90 days being used.

The project consisted of the installation of traffic signals on The Tualatin Valley High way at the Entrance to Shute Center. Thisproject was constructed by agreement between the Highway Division, City of Hillsboro, and provate developers, with the developers paying 100 percent of the total final , actual cost of the project. The State furnished, without cost to the contractor a five phase fully actuated controller complete with Type "P" cabinet, anchor bolts, detector amplifiers, and all auxiliary equipment. Also, four steel strain poles complete with anchor bolt assembly.

No unusual problems were encountered during the course of work. The location of strain pole numbers one, two, and three were shifted towards the intersection to allow as much left turn storage area as possible on the Tualatin Valley Highway. This adjustment was recommended by Region Traffic.

The roadway into the proposed Shute Center Development is only constructed about thirty-five feet beyond the cosswalk, consequently loop detector numbers fifteen and eighteen, as shown on the plans were not cut. The wire for these loops has been installed from the controller to a metal junction box at the end of the existing pavement, with wire necessary to complete the loops when roadway is extended coiled up in the juction box. At this time no work has started on the development.

There was one unanticipated change order written on this project. Price agreement number one was written as a credit to the project for the cost of modifying the bases to eighteen inch centers. This work was done in the Salem shops for the contractor as a result of their error. This price agreement has been submitted to the contractor on two occassions for their signature, but at this time it has never been returned back to this office.

There were no traffic problems encountered during the course of the contract work period, and the project was completed with and underrun of three percent of the total project authorization.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Tualatin Valley Hwy. @ Shute Center
Highway: Tualatin Valley Hwy.
County: Washington

Contract No: 9123
Prefix: 34-8299
F.A. No: State

Item No.	Item	Unit	Original	Semi-final	%(+or-)
	Bid Items	$	32,525.00	33,058.25	+ 2
	Anticipated Items	$	15,700.00	15,337.36	- 2
	Contingencies	$	2,170.13	0.00	- 100
	Engineering	$	4,822.50	5,705.01	+ 18
	Liquidated Damages	$	0.00	0.00	0
	Total	$	55,217.63	54,100.62	- 2

All substantial changes were evaluated and none were found to have meaningfully affected the total project cost.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tualatin Valley Hwy. @ Shute Center	WEEK ENDING: 12/20/80	SECTION PREFIX: 34-8299
HIGHWAY: Tualatin Valley	COUNTY: Washington	
NAME OF JOB: Tualatin Valley Hwy @ Shute Center	KIND OF WORK: Signals	
CONTRACTOR: L.W. Hembree Co	CONTRACT NUMBER: 9123	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 6-3-80	DATE WORK STARTED: 6-23-80	ESTIMATED COMPLETION DATE: 9-80
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 90
PROJECT AUTHORIZATION: $ 55,217.63	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 50,395.13	ENGINEERING AUTHORIZATION $ 4,822.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 47,575.00	ENGINEERING COST TO DATE $ 7,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 86
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6 %	PERCENT OF AUTHORIZATION 149 %	DATE PROJECT WAS COMPLETED: 9/11/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	Signals	
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NO TIME CHARGED			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 22 1980
CONSTRUCTION
BRANCH

Richards

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	The Resident and Region Construction Engineers completed the final inspection of project.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The final inspection was made on Tuesday. The third notification has been completed and sent in. The semi-final will be sent in shortly.

cc: Construction
Region
File

SIGNED J. Mc. Corkell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216
1

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

HILLSBORO COMMERCIAL BRANCH
210 E. MAIN STREET
P. O. Box 58, HILLSBORO, OREGON 97123
HEAD OFFICE — PORTLAND

May 5, 1980

Department of Transportation
Highway Division
P.O. Box 565
Beaverton, Oregon 97005

Attention: Terry Flink

Dear Mr. Flink,

This letter is to advise you that we have funds available on demand in the amount of $55,217.63 to pay for traffic signals for the Shute Center Development in Hillsboro, Oregon. This project is underway by Howard Davis and Howard Glesman.

If you have any questions regarding this matter, please feel free to contact the undersigned at 648-3111.

Sincerely,

Jeanette Graves

Jeanette Graves
Branch Loan Assistant

DISTRICT 2-A
[illegible] 06 1980
☐ DE ☒ ADE ☒ DOM ☐ SEC

MA PDM PDE TSE SPC
ODOT - METRO
JUN 02 1980
AMS FPS PPC FILE A

cc: Shute Center file

May 1, 1980

DES 6

S. Howard Davis & Howard C. Glesmann, Partners
7600 S.W. Copel Street
Portland, Oregon 97225

Gentlemen:

On May 1, 1980 a satisfactory bid was received from L. W. Hembree Co., 1441 S.E. 82nd Avenue, Portland, Oregon 97216 for traffic signal installation on Tualatin Valley Highway at Shute Center Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$32,525.00
Permanent Pavement Striping	$ 900.00
State Furnished Traffic Signal Equipment	14,800.00
4 1/2% Contingencies	2,170.13
10% Engineering	4,822.50
ESTIMATED TOTAL COST	$55,217.63

Company's Advance Deposit: say $55,200.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 23, 1980.

The attached sheet defines the two options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FFH:pf

bcc w/AD # 765: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 765
when check is received.

[illegible]

6-3-80
Letter of Credit
rec'd. Notified
MacNab. & Jon Rose
L

Le Roy D.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: April 9, 1980

File No: 34-8265

TO: L. E. GEORGE
Traffic Engineer

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Approved Signal Plan
T.V. Highway at Shute Center
City of Hillsboro
Washington County

Herewith the advanced plans for the subject project as approved by the City Engineer, City of Hillsboro. A letter requesting mast arms in lieu of span wire is also enclosed.

Letter so answered.

pq

Enclosure

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
[illegible] 1 [illegible]
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

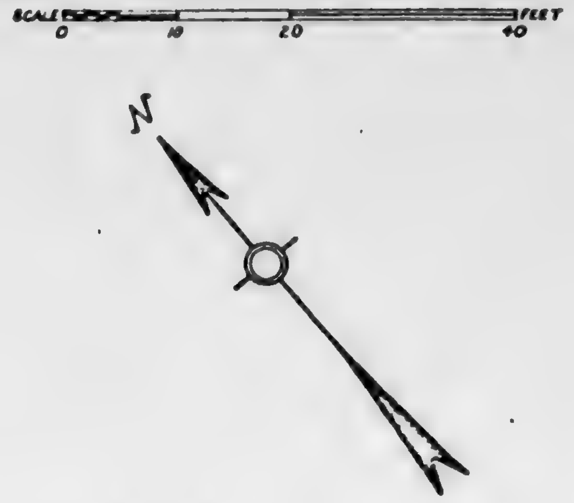
NOTED
W.R. Z[illegible]ES

NOTED
L. E. GEORGE

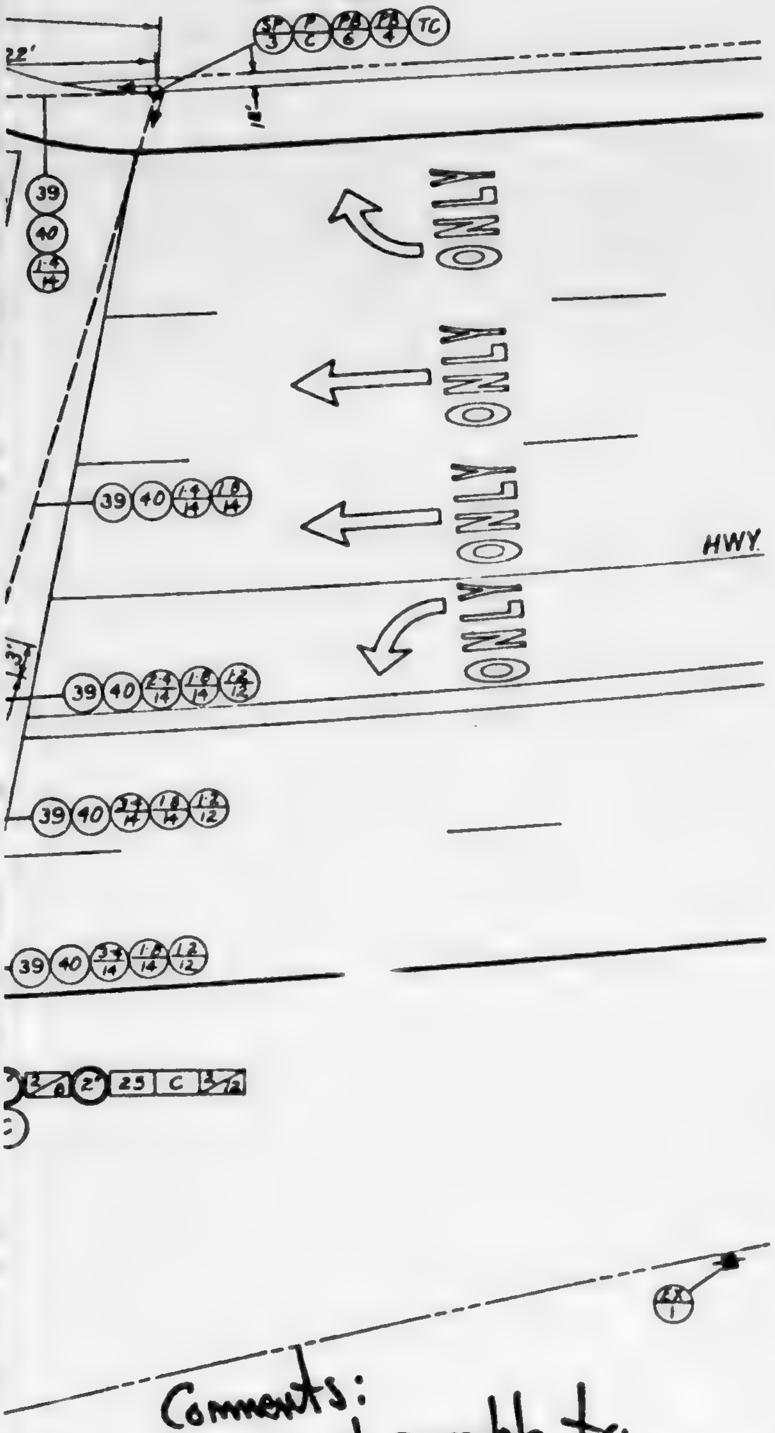
NOTED
DWAYNE HOFSTETTER

RECEIVED
APR 14 1980
TRAFFIC ENGINEERING

SIGNAL PLAN
TUALATIN VALLEY HWY. AT SHUTE CENTER



ELIMINARY COPY
SUBJECT TO CHANGE
MAR 13 1980
MAR 13 1980



L E G E N D

EX/1	Existing power pole (power source)
S	Install (S) inch electrical conduit
N	Install (N) No. 14 THWN type wire
N/G	Install (N) No. (G) TW type wire
C	Install one No. 8 THWN type wire (signal system common)
XN/G	Install (X)-(N) conductor No. (G) control cable
[illegible]	Install 3/8" galvanized messenger cable
40	Install 1/4" galvanized tether cable
54	Install service cabinet with 40 amp SPST breaker
MS	Install 120 volt meter service
C	Install *5 phase actuated controller in appropriate cabinet (State Furnished)*
SP/3	Install steel strain pole *(State Furnished)*
TC	Install terminal cabinet
PY/Ph	Install (Ph) phase programmed vehicle signal
V/Ph	Install (Ph) phase vehicle signal
P/C	Install modified Type "C" pedestrian signal
PB/Ph	Install (Ph) phase pedestrian pushbutton with instruction sign
CS/2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
DS/6R	Install interior-illuminated "NO RIGHT TURN" sign
DS/4L	Install interior-illuminated through and left turn arrow sign
DS/5R	Install interior-illuminated right turn arrow "ONLY" sign

S = Size shown
G = AWG size shown
Ph = Phase shown
458 = 12" R, 12" Y, 12" G TA

N = Number shown
X = number of cables shown
456 = 12" R, 12" Y, 12" G
425 = 12" R, 8" Y, 8" G

Brian J. Warner
CITY APPROVAL

4/2/80
DATE

Comments:
1) Is it possible to add signal defeats for emergency vehicles?
2) Is striping a portion of this work?

3/11/80

TRAFFIC SIGNAL INSTALLATION
TUALATIN VALLEY HWY. AT SHUTE CENTER
TUALATIN VALLEY HIGHWAY
HILLSBORO WASHINGTON COUNTY
April 1980

DESIGNED BY BET
CHECKED BY

TE DWG No. 4759

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/20/80
Donald L Prout

April 24, 1980 Bid Letting ________ All Clear Deadline

SECTION Tualatin Valley Hwy. @ Shute Cente
Highway Tualatin Valley
County Washington Region I
Type of Work Signal Funds Others
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☒	☐	☐	☒	Categ Excl

PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:						
Noise Study	☐	☐	☐	☐	☐	

29

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

DEPT TELEPHONE

TO: Terry Flink
Asst. Dist. Engineer
DISTRICT 2A

DATE: March 5, 1980

FROM: Ruth Keller
Realty Specialist

SUBJECT: Files 50578 and 50932
Shute Center (Hillsboro) Sec.
Tualatin Valley Highway
Washington County

Attached is an original and one copy of a deed form covering the additional property to be deeded to the State in connection with the Shute Center (Hillsboro) traffic control facilities on the Tualatin Valley Highway in Washington County.

Access is controlled between the parcel and grantors' remaining property. Please have the gentlemen sign the deed before anotary public and return it to this office for further processing.

We used the same distribution number for this project (034-8265) as on File 50578.

This deed is also a donation from the owners so the document sets out "No monetary consideration is being received by grantors for this deed".

It is the owners' obligation to pay the 1979-80 taxes on this strip of land.

We are attaching two prints of a section of Map 7B-34-1 covering this area and bearing our date of February 29, 1980.

RK:nn
Enc. Deed form, etc.
cc: C. O. Fredrickson/2 prints
W. H. Wakerlig
F. Lowe
Title/1 print
A. Riveness/Exhibit

RECEIVED
[illegible]

NOTED
ROBERT R. ROUNDS

September 17, 1979

City of Hillsboro
City Hall
Hillsboro, OR 97123

Attention: Bernice Barinaga
City Recorder

MISC CONTRACTS and
AGREEMENTS No.______

Gentlemen:

Attached for your files is a fully executed copy of an agreement between the Department of Transportation, Highway Division, the City of Hillsboro, and S. Howard Davis and Howard C. Glesmann, Partners, for the installation of traffic signals on the Tualatin Valley Highway at Shute Center in Washington County.

We have forwarded a fully executed copy of this agreement to Howard C. Glesmann and have retained a fully executed copy for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

9123 29

ROAD DESIGN SECTION **378-6558**

J. B. Boyd, Manager
Right of Way

July 24, 1979

J. H. Versteeg
Road Design Engineer

File 50578-Davis & Glasmann
Shute Center (Hillsboro) Sec.
Tualatin Valley Highway
Washington County

Attached is an authorization, prints, correspondence, and a description for a Deed of Dedication for highway right of way and permanent easement for traffic control facilities.

ORIGINAL SIGNED BY
By: W. H. WAKERLIG
W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

July 9, 1979

S. Howard Davis & Howard C. Giesmann
305 S.E. 3rd
Hillsboro, Oregon 97123

ATTN: S. Howard Davis

Gentlemen:

Estimated cost of the preliminary engineering phase of the installation of the traffic signal on the Tualatin Valley Highway @ Shute Center is $4,500.00

Please make your check in the amount of $4,500.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Dorland E. Swan
Operation Programming Engineer

FFH:fkc

bc: w/ AD#658 - Verne Skoog - Please return completed AD#658
when check is received

Jon Rose, Region H, Federal Aid Engineer

1980 Ferguson Rd.-Tekampe Rd. 9124
Sec. of Knott Rd.
(Grading & Struc.)

C&A 6249 3·9·79

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 133416

DATE 1-12-82

YOUR ORDER NUMBER

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

BILLING REQ. NUMBER CC 81-83

CODE DESCHUC

DESCHUTES COUNTY BOARD OF COMMISSIONERS
COURTHOUSE
BEND OR 97701

Attn: Neil Hudson, Director of Public Works

CREDIT DISTRIBUTION

321.00	14,908.46
209-1018-296-00-000	14,908.46
209-1018-297-00-000	(14,908.46)

DESCRIPTION	TOTAL PRICE
Final Billing: Ferguson Road- TeKampe Road Section. This is an OFF-SYSTEMS Project No. SOS-0900(1 & 3)	
Total Cost Of Project	$260,430.81
Less Federal Funds	215,000.00
Less County Advance Deposits	29,000.00
Less County Share of PE Charges	1,522.35
Amount Due State	$14,908.46
110.00 Final	

734-1150 (6-81)

orm 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1/4/82	CC 81-83		209-1980-297 409-1986-297 209-1018-297

BILL TO: Code:

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701
Attn: Neil Hudson, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Ferguson Road - TeKampe Road Section. This is an OFF SYSTEMS Project No. SOS-0900(1 & 3)			
TOTAL COST OF PROJECT			$260,430.81
Less Federal Funds			215,000.00
Less County Advance Deposits			29,000.00
Less County Share of PE Charges			1,522.35
AMOUNT DUE STATE			$ 14,908.46
(Attach Itemized Statement with Billing)			

Advance Deposit Amount	$ 29,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 22,000.00
Balance	$ 6,000.00
Transfer to Highway Fund	$ 6,000.00
Refund Due	$ - - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1950, CC 2054

Amount Due . . . . . $ 14,908.46

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D E Swan
D. E. Swan

SP*35736 734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 1-4-82

COUNTY Deschutes **Contract No.** 9124 **Date Completed** Aug. 20, 1980

PROJECT # SOS-0900(3) **Section** Ferguson Road-TeKampe Road

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.		
County		$ 10,720.18
State		6,875.54
Archeological Salvage		450.28
Audit		375.18
		$ 18,421.18
Construction		
Payment to Contractor		$230,797.75
Engineering		11,211.88
		$242,009.63
Total Cost of Project	$260,430.81	
Less Federal Funds	215,000.00	
Less County Advance Deposit	29,000.00	
Less County Share of PE Charges	1,522.35	
AMOUNT DUE STATE	$ 14,908.46	

Reference: Billing Form CC 81-83

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Ferguson Rd.-Tekampe Rd. Section County Road in Deschutes County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 6,863.60	
	Deschutes County	All Required			10,720.78	
	Total Participating Preliminary Engineering				$17,584.38	
	Type Code Y070					
	Archeological Salvage	All Required			450.28	
	Misc. Project Cost					
	Audit Expense	All Required			375.18	
	Total Participating Project Cost				$18,409.84	
	Prepared based on Participating Cost as shown on Federal Billing as of 1/15/80.					
PE-	209-1980					
Const	209-1010					
				AMOUNT CARRIED FORWARD		

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Ferguson Rd.-Tekampa Rd. Section Knott County Road Deschutes County					
	Construction Type Code 6201 Roadway (Sta. 0+08 To Sta. 54+32.1)(Sta. 55.25.9 To Sta. 73+00)					
	Final Contract Payment Summary		Lump Sum		$147,306.51	
	Type Code X081 Structure, Br. #16372 (Sta. 54+32.1 To Sta. 55+25.9)					
	Final Contract Payment Summary		Lump Sum		78,600.00	
	Total Participating Cost				$225,906.51	
	Nonparticipating Cost					
	Interest on Final Payment		All Required		46.40	
	Construction Engineering		All Required		11,198.38	
	Final Contract Payment Summary		Lump Sum		4,844.84	
	Total NonparticipatingCost				$ 16,089.62	
	Total Project Cost				$241,996.13	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/22/81.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE

PROGRAM APPROVED Oregon

FEDERAL AID PROJECT NO.

VOUCHER [illegible](3)

From: To:

FINANCIAL DATA 4-9-80 4-13-81

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$241,996.13	$225,906.51	88.18%	$199,204.36	$199,204.36	$ 0.00

	DATE	
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		10/14/81

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                                     ** JOB TOTALS **                 **                **               **

                                                                                                           STATE
FERGSON RD-TEKAMPE RD         CONT NO     * FA PROJ NOS OS  900001 100                814.78CR         9,198.43CR
                                   409    1986     598      00 N 9                    814.78           9,198.43
                                   409    1986     903      00 P 1                    814.78           9,198.43
                                                   TOT      P1                        814.78CR         9,198.43CR
                                                   TOT      N9
                                     ** JOB TOTALS **                 **                **               **

                                                                                                           STATE
              0016490000063081 CONT NO     FA PROJ NOS SRS 00S023 100                                 3,690.18CR
                                   412    1913     598      00 N 9                                    3,690.18
                                   412    1913     903      00 P 1                                    3,690.18
                                                   TOT      P1                                        3,690.18CR
                                                   TOT      N9
                                     ** JOB TOTALS **                 **                **               **

                                                                                                           STATE
              0016490000063081 CONT NO     FA PROJ NOS HHS 00S009  50 SRS 00S022  50                    774.57CR
                                   420    1902     598      00 N 9                                      201.31
                                   420    1902     903      00 P 1                                      573.26
                                   420    1902     903      00 P 2


                                                                                  JUNE 1981         PAGE  874
TOTAL TO DATE JOB COST SUMMARY
                                                                                   FISCAL          GRAND TOTAL
 CRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE

                                                   TOT      P1                                       201.31
                                                   TOT      P2                                       573.26
                                                   TOT      N9                                       774.57CR
                                     ** JOB TOTALS **                 **                **               **

                                                                                                           STATE
              0016490000063081 CONT NO     FA PROJ NOS SRS 00S062 100                               19,800.00CR
                                   420    1903     598      00 N 9                                  19,800.00
                                   420    1903     903      00 P 1                                  19,800.00
                                                   TOT      P1                                      19,800.00CR
                                                   TOT      N9
                                     ** JOB TOTALS **                 **                **               **

                                                                                                           STATE
EUGENE CARPOOLING #2          CONT NO      FA PROJ NOS M    000016 100              26,809.37CR       26,809.37CR
                                   420    1904     598      00 N 9                  26,809.37         26,809.37
                                   420    1904     903      00 P 1                  26,809.37         26,809.37
                                                   TOT      P1                      26,809.37CR       26,809.37CR
                                                   TOT      N9
                                     ** JOB TOTALS **                 **                **               **
```

X

X Federal Funds Paid to County.

9,95[illegible].43 = 10,77[illegible]

```
                                    [illegible]                                                        [illegible]       79      79
     209   1011      915       00 P 1                                           12.91              12.91       81      81
     209   1011      948       00 N 1                                                          1,114.16
                     TOT       P1                                               12.91              12.91
                     TOT       N1                                               12.91  **      1,127.07  **
                  ** JOB TOTALS **                            **

                                                                                                           STATE
FERGUSON RD-TEKAMPE RD    CONT NO 9124 * FA PROJ NOS SOS 900003 100                                       
     209   1018      201       00 P 1      4,844.84CR           4,844.84CR       225,906.51       80      81
     209   1018      201       00 N 1      4,844.84             4,844.84           4,844.84       81      81
     209   1018      206       00 N 1                                                46.40       80      81
     209   1018      296       00 N 9      1,404.36CR           1,404.36CR       221,604.36CR     80      81
     209   1018      297       00 N 9                                              22,400.00       81      81
     209   1018      298       00 N 9      1,404.36             1,404.36         199,204.36       80      81
     209   1018      900       00 P 1     11,092.55CR          11,092.55CR                        80      81
     209   1018      900       00 N 1     11,092.55            11,092.55          11,150.97       80      81
     209   1018      920       00 P 1         35.41CR              35.41CR                        80      81


                                                             OCTOBER 1981          PAGE  117                    TO
TAL TO DATE JOB COST SUMMARY
                                                                      FISCAL          GRAND TOTAL      ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT  PREFIX    FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE        BEG    END       DE
                                                              35.41          35.41            35.41       81      81
     209   1018      920       00 N 1            12.00CR        12.00CR                       81      81
     209   1018      945       00 P 1            12.00          12.00            12.00       81      81
     209   1018      945       00 N 1            13.50          13.50            13.50       81      81
     209   1018      948       00 N 1        15,984.80CR    15,984.80CR      225,906.51
                     TOT       P1            15,998.30      15,998.30         16,103.12
                     TOT       N1                13.50  **      13.50  **     242,009.63  **
                  ** JOB TOTALS **

                                                                                                 STATE
DESCHUTES RIV (SHEEP)BR   CONT NO 9262   FA PROJ NOS SOS 902001 100 BROS902001     222.87      54,893.15       81      81
     209   1022      201       00 P 1                                                  34,000.00       81      81
     209   1022      201       00 P 2                                   2,200.00                       81      81
     209   1022      204       00 P 1                                      37.15           37.15       81      81
     209   1022      206       00 N 1                                     147.40          424.12       81      81
     209   1022      270       01 P 1            180.31CR              6,101.24CR      98,149.20CR     81      81
     209   1022      296       00 N 9                                                  15,000.00       81      81
     209   1022      297       00 N 9            180.31                6,101.24        83,149.20       81      81
     209   1022      298       00 N 9                                  1,103.49        5,2[illegible].87       81      81
     209   1022      900       00 P 1                                                    1[illegible].47       81      81
     209   1022      920       00 P 1                                    286.95          9[illegible]4.49       81      81
     209   1022      940       00 P 1                                                      23.04       81      81
     209   1022      941       00 P 1                                                     7[illegible].03       81      81
     209   1022      942       00 P 1                                     45.08          2[illegible]5.40       81      81
     209   1022      944       00 P 1                                    394.52          4[illegible].62       81      81
     209   1022      945       00 P 1                                                     250.71       81      81
     209   1022      946       00 P 1                                                       1.95       81      81
     209   1022      948       80 P 1                                                      56.03       81      81
     209   1022      950       00 N 1                                  4,400.31        63,448.85
                     TOT       P1                                                  34,0[illegible]
                     TOT       P2                                     37.15          [illegible]3.13
                     TOT       N1
```

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                                                                                                       STATE
DESCHUTES CO PAVEMNT MRKINGS  CONT NO      * FA PROJ NOS PMS 00S066 100                   116.10CR
                                   209    1975       296       00 N 9                         116.10
                                   209    1975       298       00 N 9                         116.10
                                   209    1975       905       00 P 1                         116.10
                                                     TOT       P1                  **        **  116.10  **
                                               ** JOB TOTALS **

                                                                                                       STATE
FERGUSON RD-TEKAMPE RD      CONT NO 0000 * FA PROJ NOS DS  900001 100                   7,197.21CR
                                 209    1[illegible]0    296       00 N 9                       [illegible]
                                 209    1[illegible]0    297       00 N 9                       6,[illegible]
                                 209    1[illegible]0    298       00 N 9                       [illegible].79
                                 209    1[illegible]0    901       00 P 1                       [illegible]
                                 209    1[illegible]0    931       00 N 1                       [illegible].23
                                 209    1[illegible]0    914       00 P 1                       1,[illegible].11
                                 209    1[illegible]0    915       00 P 1                       [illegible].01
                                 209    1[illegible]0    906       00 P 1                       [illegible].43
                                 209    1[illegible]0    910       00 P 1                       [illegible].17
                                 209    1[illegible]0    911       00 P 1                       3,[illegible].13
                                 209    1[illegible]0    915       00 P 1                       [illegible]
                                 209    1[illegible]0    918       00 P 1                       [illegible]
                                 209    1[illegible]0    920       00 P 1                       1,0[illegible]
                                 209    1[illegible]0    921       00 P 1                       [illegible]
                                 209    1[illegible]0    922       00 P 1                       2,[illegible]
                                 209    1[illegible]0    923       00 P 1                       [illegible]
                                 209    1980    930       00 P 1                       7,0[illegible]5
                                                 TOT       P1                               11.[illegible]
                                                 TOT       N1                  **        **  7,701.00  **
                                             ** JOB TOTALS **

                                                                            OCTOBER 1981        PAGE  405
TOTAL TO DATE JOB COST SUMMARY
                                                                               FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION  GR  CURRENT MONTH    YEAR TO DATE       TO DATE

                                                                                                        STATE
  DESH RIVER (SHEEP) BRIDGE     CONT NO        * FA PROJ NOS SOS 902001 100                  [illegible]CR
                                  203      1991       2[illegible]       00 N 9                       [illegible]
                                  [illegible]      1991       [illegible]       00 N 9                       1.[illegible]
                                  [illegible]      1991       [illegible]1       00 P 1                       1.[illegible]
                                  203      1991       [illegible]       00 P 1                       2.[illegible]
                                  [illegible]      1991       [illegible]       00 P 1                       [illegible]CR
                                  203      1991       911       00 P 1                       1[illegible]
                                  [illegible]      1991       914       00 P 1                       [illegible]
                                  [illegible]      1991       918       00 P 1                       [illegible]
                                  [illegible]      1991       920       00 P 1                       1.[illegible]
                                  [illegible]      1991       921       00 P 1                       [illegible]
                                  [illegible]      1991       922       00 P 1                       [illegible]
                                  [illegible]      [illegible]       [illegible]       00 P 1                       [illegible]
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REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Wildish Corvallis Construction Co. No. 9011	Talbot Rd.-Santiam River (Jefferson) Marion County	October 9, 1980
Willamette-Western Corp. No. 8998	Haines Rd.-Molalla River (Canby) Clackamas County	October 13, 1980
Western Bridge, Inc. No. 9126	Ames Creek (Sweet Home) Linn County	October 15, 1980
Peter Kiewit Sons' Co. No. 8959	Lexington-Bombing Range Road & Lexington-Pieper Canyon Road Morrow County	October 17, 1980
Fabricators, Inc. No. 9157	Libby Drive-Tarheel Creek Coos County	October 17, 1980
Hensel Phelps Const. Co. No. 8795	UPRR 2nd St. O'Xing (LaGrande) Union County	October 23, 1980
Hamilton Electric, Inc. No. 8940	Halsey St. @ 223rd Ave. (Fairview) Multnomah County	October 23, 1980
Hamilton Electric, Inc. No. 8837	Pac. Hwy. W. @ McDonald St.(Tigard) Washington County	October 23, 1980
Traffic Marking Spec. No. 9156	Coquille & Myrtle Point Pavement Marking Coos County	October 24, 1980
Hoberg Const., Inc. No. 9128	N. Tigard Intchge.-SW Beef Bend Rd. (Tigard) Washington County	October 27, 1980
Bracelin-Yeager Excav. & Trucking No. 9137	Newmark Ave.-Ocean Blvd. (Coos Bay) Coos County	October 27, 1980
Gervais Const. Co. No. 8817	Silver Falls State Park Marion County	October 30, 1980
C.W. McCallen Const. Co. No. 9124	Ferguson Rd.-Tekampe Rd. Deschutes County	October 30, 1980
Baker Redi-Mix, Inc. No. 9139	UPRR X'ing-LaGrande/Baker Hwy. (Baker) Baker County	October 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats Const. No. 9071	UPRR/Burnt River (Huntington) Br. Baker County	October 30, 1980
Baker Redi-Mix, Inc. No. 9171	Forest Boundary-North Powder River Baker County	October 30, 1980

November 10, 1980 Keasey

C. T. Keasey
Asst. State Highway Engineer

9124

November 6, 1980

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

COM 5
#9124

Gentlemen:

On November 4, 1980, we wrote to you concerning release of final payment on Contract No. 9124 awarded to C. W. McCallen Construction Co., for work on Ferguson Road-Tekampe Road in Deschutes County.

Final payment on this contract is $5,800.00 and the total contract amount is $230,751.35. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: C. W. McCallen Construction Co.
8475 S.W. Murray Blvd.
Beaverton, OR 97005

Great American Insurance Company
Pacific NW Regional Office
P. O. Box 21109
Seattle, WA 98111

bc: C. T. Keasey
Walt Hart
Dale Allen

a

NARRATIVE REPORT

[illegible]rguson Rd - Tekampe Rd

cont.

Deschutes 9124

CLEARING AND GRUBBING

This operation commenced May 28, 1980 with the falling of Juniper and Pine trees. A portable chipper processed limbs and small brush while the stumps and roots were hauled to a demolition area west of Bend. Final cleanup was in late July.

GENERAL EXCAVATION

The project was completly staked prior to the contractor moving in. The grading was mostly small cut and fill areas with any major cut being lava rock which was drilled and shot. The first staking quantities over-ran the contract amount and the final remeasure (the grade was adjusted Sta. [illegible] to Sta. 40 to help balance the project) overran this quantity. In all this item overran 44% plus borrowing 4,490 cu. yds. (PA#2). In explanation the original quantity was low, the original ground was loose which compacted 4 to 5 inches, also the clearing and grubbing operation removed some of the old ground.

18 INCH PIPE

This item was deleted and a 15 inch arch type was substituted at the County request to better fit the Typical Section.

CONSTRUCT BRIDGE

The slabs were constructed by Eugene Sand and Gravel, Grays Crane [illegible] set them on July [illegible]2, 1980. The approved shop drawings were transposed from the plans and were without north arrow, streamflow or stationing, thus they were set wrong. This created an extra foot of spacing in the guard rail at the center pier and caused a guard rail post on the south west and north east corners to fall within the abutment concrete work (abutments were placed by county two years prior). This error was not discovered until hanging the bridge rail and was corrected by adding a rail member (three ft. long) on each side thus using two rail lengths and two extra bolts. In the future this office will not accept a shop drawing without a means of orientation.

EMBANKMENT MATERIAL PA #2

This material was hauled from the Deschutes County landfill at a cost of $1.25 per cu. yd. royalty.

UTILITIES

The power pole at the south end of the project was not moved until July 1[illegible] and 1[illegible] causing the contractor to move back to this area to finish the cut slope which was rock. A telephone cable was damaged July 16, 1980 on the north end of the project which [illegible] the excavation [illegible] not [illegible] requirements.

TRAFFIC CONTROL

Traffic control and signing was performed by the county as per special provisions. To date [illegible] guard rail [illegible] on each end of the structure [illegible] to prevent [illegible] and protect the [illegible].

The contractor constructed the project in a workmanship like manner, using equipment that would of been required For a larger project and a great amount of water(two water trucks) to achieve excellent compaction (see gen.exc.) [illegible]. All the [illegible] was well covered in the seeding operation at the expense of the contractor over excavating in areas producing dirt, which was used for cover. Deschutes county is very pleased with the project and will complete the surfacing (cinders) late this year.

H H Robertson
4-23-80

Project: Ferguson Road - Tekampe Road

County: Deschutes

Prefix: 209-1018
Contract: 9124
FAP SOS-900(3)

ITEM NO.	ITEM		ORGINAL	SEMI-FINAL	+ or -
	BID ITEMS		$175,230.00	198,276.01	-13%
	ANTICIPATED ITEMS		$2,000.00	0.00	
	CONTINGENCIES		$7,975.35	0.00	
	ENGINEERING		$15,950.70	$10,000.00	-37%
	PRICE AGREEMENTS			$32,475.35	
3	General Excavation A grade revision was utilized to obtain more material because additional embankment material required.	Cu. Yd.	$51,000.00	$73,546.00	+44%
4	12-inch culvert pipe 20 extra feet needed for pipe through radius.	Lin. Ft.	$400.00	$600.00	+50%

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ferguson Rd. - Tekampe Rd.

WEEK ENDING: Sept 20 - 80

SECTION PREFIX: 209-1018

HIGHWAY: County Rd.

COUNTY: Deschutes

NAME OF JOB: Ferguson Rd. - Tekampe Rd.

KIND OF WORK: Grading and Structure

CONTRACTOR: C. W. McCallen

CONTRACT NUMBER: 9124

FEDERAL AID PROJECT NUMBER: SOS-0900(3)

DATE OF CONTRACT: May 16, 1980

DATE WORK STARTED:

ESTIMATED COMPLETION DATE: Oct. 5, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 130

CALENDAR DAYS USED: 84

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 65

PROJECT AUTHORIZATION: $ 201,156.05

EXCLUSIVE OF ENGINEERING: $ 185,205.35

ENGINEERING AUTHORIZATION: $ 15,950.70

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 230 742.39

ENGINEERING COST TO DATE: $ 10 000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 120

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 25 %

PERCENT OF AUTHORIZATION: 63 %

DATE PROJECT WAS COMPLETED: Aug 20 - 80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	10,200 C.Y.				
TOTAL QUANTITIES CORRECTED TO DATE	14709 ~~11,853~~ C.Y.	4990			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14709	4990			
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

RECEIVED
SEP 22 1980
CONSTRUCTION
Richards
Berg
Church

BRIDGE NO.	1						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		Project Completed
MONDAY	FAir	0		" "
TUESDAY	FAir	0		" "
WEDNESDAY	FAir	0		" "
THURSDAY	Showers	0		" "
FRIDAY	FAir	0		" "
SATURDAY	FAir	0		" "

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

WORKING ON SEMI-FINAL

SIGNED W. W. Robertson LOCATION Bend, 97701
by Tom Esquivel

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 4, 1980

In Reply Refer to
File No. CON 5

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. COULTER
State Highway Engineer

SUBJECT: Request for Increased Authorization
Ferguson Road-Tekampe Road
Deschutes County
Contract 9124

The cost of this off-system grading and structure project is anticipated to exceed that authorized by $39,600 or 19.7 percent. The project work is substantially complete with only minor contract work items remaining.

The project earthwork quantities did not balance and additional embankment had to be imported. The general excavation item was also overrun by lowering the grade line to obtain additional embankment. The cost of this work was $55,012. Underrun of anticipated engineering and erosion control costs along with the contingency funds partially offset the project overrun.

It is recommended that the authorization for this project be increased by $39,600 to a new total of $240,756.05.

This matter will be on the consent calendar for your September 16 meeting.

WR:mk/lb

bc: F. B. Klaboe
R. W. Gormsen ✓
C. T. Keasey
Dale Allen
George Bell
V. E. Skoog

Form E-772 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Ferguson Road - Tekampe Road Date 8 - 21 - 80

Highway County Road Contract No. 9124

County Deschutes Kind of Work Grading & Structure Contractor C. W. McCallen

	Authorized	Estimated	
Contract Amount	$175,230.00	$230,742.39	
Anticipated Items	$2,000.00	0.00	
Contingency (4½%)	$7,975.35	0.00	
Engineering	$15,950.70	$ 10,013.66	
Credits	0.00		
PROJECT COST	$201,156.05	$240,756.05	
	NET INCREASE $	$ 39,600.00	19.7%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
C	General Excavation	$73,546.00	+22,546.00
C	12 inch Culvert	$600.00	+200.00
U	Additional Type 2A Guard Rail	$6,250.00	+$300.00
U	Additional Embankment Material	$32,466.39	+$32,466.39

Principal reasons for overruns (Continue on reverse side): The general excavation quantities did not provid sufficient material to construct the embankment on this project. The subgrade was adjusted (additional general excavation) and P.A. #2 provided additional embankment.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Resident Engineer

Noted by O. B. Jackmond For Construction ~~or Bridge~~ Engineer

Confirmed by Division Engineer

Noted by ~~Deputy or~~ State Highway Engineer

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9124

TO: H. S. Coulter
State Highway Engineer

DATE: September 3, 1980

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased Project Authorization
Ferguson Road-Tekampe Road
Deschutes County, Co. Rd. D-16 (Knott Rd.)
FAP No. SOS 900(3)
Contract No. 9124

The cost of this Off-system federal-aid project is anticipated to exceed that authorized by $39,600, or 19.7%. The contract work is substantially complete but the project has not yet been semi-finaled.

The earthwork quantities did not balance so additional material was imported under Price Agreement No. 2 at a cost of $32,466. The grade line was also lowered to obtain additional material at a cost of $22,546 in the general excavation bid item.

All work is eligible for federal participation.

A rough draft letter to the Transportation Commission is attached, along with a copy of the Expected Overrun of Project Authorization form.

WR:fr

Att.

cc: Dale Allen
W. W. Robertson
Robert Church

9121

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-121	J. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6680	State Oregon County Deschutes Project No. SOS-0900(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 1 mi. S.E. of Bend

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-15-80	1.380

OTHER *(Specify)*

FUNDS PRO RATA 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 230,537.00	$ 197,800.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 13, 1980

Federal-Aid Project
No. SOS-0900(3)

FERGUSON RD.-TEKAMPA RD. SECTION
KNOTT COUNTY ROAD
DESCHUTES COUNTY

Project agreement estimate.

Type Code 6201
Roadway (Sta. 0+08 to Sta. 54+32.1) (Sta. 55+25.9 to Sta. 73+00)

Mobilization	All Required (54%)		$ 5,400.00
Clearing and Grubbing	All Required		28,000.00
General Excavation	10,200 cu.yd.	5.00	51,000.00
12-inch Culvert Pipe	40 lin.ft.	10.00	400.00
18-inch Culvert Pipe	260 lin.ft.	15.50	4,030.00
Guard Rail, Type 2A	238 lin.ft.	25.00	5,950.00
Guard Rail Anchors, Type 1	2 each	500.00	1,000.00
Rail End Pieces, Type B	2 each	175.00	350.00
Rail End Pieces, Type C	2 each	250.00	500.00
			$ 96,630.00

Anticipated Items

Temporary Erosion Control	All Required	$ 2,000.00
	Subtotal	$ 98,630.00
	Engineering	13,315.00
	Total	$111,945.00

Type Code X081
Structure, Br. #16372 (Sta. 54+32.1 to Sta. 55+25.9)

Mobilization	All Required (46%)	$ 4,600.00
Construct Bridge	All Required	74,000.00
	Subtotal	$ 78,600.00
	Engineering	10,611.00
	Total	$ 89,211.00

Length of Roadway - - - - - - 1.363 Miles
Length of Structure - - - - - 0.017 Mile
Total- - - - - - - - - - - 1.380 Miles

Cost of Roadway Per Mile- - - $82,131.32

Oregon State Highway Division
Salem, Oregon, May 13, 1980

Federal-Aid Project
No. SOS-0900(3)

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	County Funds
Roadway	$111,945	$ 96,048	$15,897
Structure	89,211	76,543	12,668
Subtotals	$201,156	$172,591	$28,565
Reserve	29,381	25,209	4,172
Totals	$230,537	$197,800	$32,737

Group 1 - 100%
Contract No. 9124
Prefix: 209-1980
Prefix: 209-1018

9124

2

CON 5

DATE: June 5, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
SOS-0900(3)

Contract 9124, Work Started May 29, 1980

Project Ferguson Rd.-Tekampe Rd.

Highway County Road

County Deschutes

RDC:mk

cc: R. D. Church

May 2, 1980

DES 6

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attn: Mr. Charles Plummer
County Roadmaster
61000 Arnold Mkt. Rd.
Bend, Oregon 97701

Gentlemen:

On May 1, 1980 a satisfactory bid was received from C. W. McCallen Const. Co., 7005 S.W. Murray Blvd., Beaverton, Oregon 97007 for the Ferguson Road-Tokampe Road Section. This is an OFF SYSTEM Project No. SOS-9000(3). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$175,230.00
Temporary Erosion Control	2,000.00
4 1/2% Contingencies	7,975.35
9% Engineering	15,950.70
EST. PROJECT COSTS	$201,156.05
Est. P.E. Costs	6,000.00
Less P.E. Advance Deposit	- 800.00
Less Federal Funds (86% of $207,156.05)	-178,154.20
Est. County Share of Project Cost	$ 28,201.85

Rec'd
5-16-80

By rounding the County's Advance Deposit will be $28,200.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 23, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 762: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 762
when check is received.

Expedite

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project SOS-0900(3)
Ferguson Rd - Tekampe Rd Section,
Deschutes County
Grading & Structure

Date: April 23, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

Please note there is no hydraulic data indicated on the plans for the Knott Road COI and bridge.

We note on some of the last submissions which involve consultant work that hydraulic data has not been shown, as required by the Federal-aid Highway Program Manual. Please correct this omission.

Original Signed by
H. A. Schell
Division Bridge Engr.

G. L. Green

cc:
OSHD (D Swan, FA Sec, OPM)

4/25/80

CC: WALT HART
D. CHRISTENSEN ✓
LOC. GOVERNMENT
REGIONS 1
" 2
" 3
" 4
" 5
METRO

1 ✓
2 DOC

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
APR 25 1980
REFERRED TO
FOR
FILE: PM FA LG.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-9-80

FEDERAL AID PROJECT NO. 30S-0900(3)

STATE PROJECT NO. See below

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90063

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

4/14
Orig

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED 1/29/80

DATE AUTHORIZATION EFFECTIVE 4/9/80

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Ferguson Road - Tekampe Road

GENERAL DESCRIPTION OF WORK:

Authorization to advertise

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 3/24/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE 4/9/80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING KS OF FORM PR-1240 (REV. 6-68) WILL BE USED

NMENT PRINTIN 1979 611-855

```
                                           ** JOB TOTALS **

                                                                                                         STATE
FERGUSON RD-TEKAMPE RD     CONT NO       FA PROJ NOS OS  900001 100                               [redacted]CR
                           [redacted] [redacted] [redacted] 00 N 9                                [redacted]
                           209  [redacted]  297      00 N 9                                       [redacted]
                           209  [redacted]  298      00 N 9                                       [redacted]
                           [redacted] [redacted] 901 00 P 1                       25.54           [redacted]
                           209  [redacted]  904      00 P 1                       [redacted]      [redacted]
                           [redacted] [redacted] [redacted] [redacted] P 1  3.20  67.60           [redacted]
                           209  1980  906            00 P 1                                       487.03



                                                                          MARCH 1980         PAGE  403
TOTAL TO DATE JOB COST SUMMARY
                                                                             FISCAL          [redacted]
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE    TO DATE
                           [redacted] [redacted] 910 [redacted] P 1                          [redacted]
                           [redacted] [redacted] 911 [redacted] P 1                          [redacted]
                           [redacted] [redacted] 918 [redacted] P 1                          [redacted]
                           [redacted] [redacted] [redacted] [redacted] P 1     3.96          [redacted]
                           [redacted] [redacted] [redacted] [redacted] P 1                   [redacted]
                           [redacted] [redacted] [redacted] [redacted] P 1  153.24  153.24   [redacted]
                           [redacted] [redacted] [redacted] [redacted] P 1                   [redacted]
                                               TOT        P1   [redacted]   [redacted]       [redacted]
                                           ** JOB TOTALS **    156.44  **   700.62  **       [redacted]  **

                                                                                                         STATE
SOLAR & STELLAR DR IMPRVT   CONT NO    * FA PROJ NOS SOS 900002 100           [redacted]      [redacted]CR
                           [redacted] [redacted] [redacted] [redacted] N 9    [redacted]CR    [redacted]
                           [redacted] [redacted] 297 [redacted] N 9           [redacted]CR    [redacted]
                           [redacted] [redacted] [redacted] [redacted] N 9                    [redacted]
                           [redacted] [redacted] [redacted] [redacted] P 1      3.99CR        [redacted]
                           [redacted] [redacted] [redacted] [redacted] P 1                    6.97
                           [redacted] [redacted] 910 [redacted] P 1                           [redacted]
                           [redacted] [redacted] [redacted] [redacted] P 1    175.92CR        [redacted]
                           [redacted] [redacted] [redacted] 00 P 1                            27.99
                           209  1982  922            00 P 1                   179.91CR        [redacted]
                                               TOT        P1                  179.91CR**      [redacted]  **
                                           ** JOB TOTALS **            **

                                                                                                         STATE
DESH RIVER (SHEEP) BRIDGE   CONT NO      FA PROJ NOS SOS 902001 100           [redacted]
                           [redacted] 1991 206       00 N 9                   [redacted]CR
                           [redacted] 1991 [redacted] 00 N 9                  [redacted]CR    1.36CR
                           [redacted] 1991 901       00 P 1                   5.61CR
                           [redacted] 1991 906       00 P 1                   [redacted]CR    8.45
                           [redacted] 1991 911       [redacted] P 1           [redacted]      33.31
                           209  1991  923            00 P 1      33.31        154.07CR        45.40
                                               TOT        P1     33.31        154.07CR**      45.40  **
                                           ** JOB TOTALS **      33.31  **

                                                                                                         STATE
COZLEY RD COZLEY COUNTY RD   CONT NO     FA PROJ NOS OS  000001 100
```

1124

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 24, 1980

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring
Assistant State Highway Engineer

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening April 24, 1980

Federal-aid Project No. SOS-0900(3) Highway No. 2009 County

Federal-aid Project Name Ferguson Rd.-Tekampe Rd.

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[X] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RECEIVED
25 1980
ROAD DESIGN SECTION

Versteeg
Anderson
Sullivan

FCL:

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Section **FERGUSON RD** - [illegible] Rd　　Programming Estimate $

Highway Co. Rd　　Project Length

County Deschutes　　Completion Time Cal. days

Kind of Work Grading and structure

Prefix 209-1980　　FA Project No. 505-0900 (3)

ISTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION　　Date: 3-24-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 4]
District Number

ATTENTION:
John Hagedorn

FROM:
HR

COMMENTS:
Please inform the county

Form 731-0022 (7/78)　　SP*70682-734

tract Amount	$ 189,314.00
2000 ✓	$ 2000
Misc. Permit Fees	
	$ 191,314 —
Contingencies (4-1/2%)	8,609.13
Engineering (9 %)	17,218.26
~~SUBTOTAL~~	$
~~Credit for~~	
Estimated Net Authorization, Construction	$ 217,141.39
Est. PE Costs	5600.00
Est Project Costs	222,741.39
Less Federal Funds (86% of 222,741.39)	191,557.26
Est. County share will be	31,184.13

APPROVED

Road Design Engineer

Section	Ferguson Rd - Tekampe Rd	Programming Estimate $	
Highway	Co. Rd	Project Length	
County	Deschutes	Completion Time	Cal. days
Kind of Work	Grading and structure		
Prefix	209-1980	FA Project No.	505-0900 (3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 189,314^{00}
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control . . E. Johnson 11/17	2000 ✓	
State Furnished		
Install Water Meter		$ 2000
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages	✓	
Signal Controller Testing		
Reway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 191,314 –
Contingencies (4-1/2%)		8,609^{13}
Engineering (9 %)		17,218^{26}
~~SUBTOTAL~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 217,141^{39}
Est. PE Costs		5600 00
Est Project Costs		$ 222,741^{39}
Less Federal Funds (86% of 222,741^{39})		$ 191,557.26
Est. County share will be		$ 31,184^{13}

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMAT

Sheet 1 of 1

Date

Section Ferguson- Tekampe Rd

County

Kind Of Work

Length

Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	9%	All	All		15,600
	Clearing and Grubbing		All	All		6000
	General Excavation		Cu Yd	10,200	7.50	76,500
	12-inch Culvert Pipe		Lin Ft	40	15	600
	18-inch Culvert Pipe		Lin Ft	260	18	4680
	Guard Rail, Type 2A		Lin Ft	238	20	4284
	Guard Rail Anchors, Type 1		Each	2	400	800
	Rail End Pieces, Type B		Each	2	100	200
	Rail End Pieces, Type C		Each	2	175	350
	Construct Bridge		All	All		80,300
						189,314

```
                                   209   1975     298       00 N 9
                                   209   1975     905       00 P 1                                    116.10               116.10
                                                  TOT       P1                                        116.10               116.10
                                              ** JOB TOTALS **                             **         116.10               116.10
                                                                                                      116.10  **           116.10  **

  FERGUSON RD-TEKAMPE RD        CONT NO        FA PROJ NOS OS  900001 100
                                                                                                                                  STATE
                                   209   1980     296       00 N 9                                                      3,700.00CR
                                   209   1980     297       00 N 9                                                        600.00
                                   209   1980     298       00 N 9                                                      3,100.00
                                   209   1980     901       00 P 1              25.54                 25.54               454.12
                                   209   1980     904       00 P 1                                   450.28               450.28
                                   209   1980     905       00 P 1                                    64.40               936.87
                                   209   1980     906       00 P 1                                                        487.03
                                   209   1980     910       00 P 1                                                         68.48
                                   209   1980     911       00 P 1                                                         12.17
                                   209   1980     918       00 P 1                                                         63.80
                                   209   1980     921       00 P 1                                                        391.20
                                   209   1980     922       00 P 1                                     3.96                12.52



TOTAL TO DATE JOB COST SUMMARY                                                      FEBRUARY 1980         PAGE  479

DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH            FISCAL        GRAND TOTAL
                                   209   1980     923       00 P 1                       YEAR TO DATE          TO DATE
                                   209   1980     980       00 P 1                                             2,215.73
                                                                                                               407.24
                                                  TOT       P1              25.54              544.18          5,499.44
                                              ** JOB TOTALS **              25.54   **         544.18   **     5,499.44  **

  SOLAR & STELLAR DR IMPRVT     CONT NO       * FA PROJ NOS SOS 900002 100
                                                                                                                     STATE
                                   209   1982     296       00 N 9                             714.63          3,589.70CR
                                   209   1982     297       00 N 9                             560.26CR          509.74
                                   209   1982     298       00 N 9                             154.37CR        3,079.96
                                   209   1982     901       00 P 1                                             1,989.13
                                   209   1982     905       00 P 1                               3.99CR        1,232.55
                                   209   1982     910       00 P 1                                                 6.47
                                   209   1982     920       00 P 1                                                48.90
                                   209   1982     921       00 P 1                             175.92CR          285.16
                                   209   1982     922       00 P 1                                                27.49
                                                  TOT       P1                                 179.91CR        3,589.70
                                              ** JOB TOTALS **                      **         179.91CR**      3,589.70  **

  DESH RIVER (SHEEP) BRIDGE     CONT NO        FA PROJ NOS SOS 902001 100
                                                                                                                    STATE
                                   209   1991     296       00 N 9                             590.00
                                   209   1991     299       00 N 9                             590.00CR
                                   209   1991     901       00 P 1                             141.62CR            1.36CR
                                   209   1991     906       00 P 1                               5.61CR
                                   209   1991     911       00 P 1                              45.15CR
                                                  TOT       P1                                 192.38CR            8.45
                                              ** JOB TOTALS **                      **                             7.09
```

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/21/80
Donald L Rout

Apr. 24, 1980
~~1-25-79~~ Bid Letting ______________ All Clear Deadline

SECTION Ferguson - Tekampe Rd.
Highway Co Road (Knott Rd)
County Deschutes Region 4
Type of Work G-P-Strs. Funds 05
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☐	☒	☐	☐	☒	
Project Assessment	☐	☒	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

Division of State Lands	☒	☐	☐	☐	☐	Br. Const. but on Irrig Facility
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	

CULTURAL:

Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

Noise Study	☐	☒	☐	☐	☒	

DESCHUTES COUNTY ROAD DEPARTMENT
61000 ARNOLD MARKET ROAD · BEND, OREGON 97701
TELEPHONE (503) 382-4000 EXT. 344

March 17, 1980

Mr. John Hagedorn
Federal Aid Engineer
Region 4
P. O. Box 5309
Bend, Oregon 97701

RE: Ferguson/Tekampe Section

Dear John,

This correspondence is relative to our conversation regarding revision of the Bid Items.

Deschutes County would respectfully like to request that the following items be deleted from the proposed bid schedule - cost estimate: Cinder Base through MC-250 in Prime Coat, and temporary protection.

The primary reason for this action is the County does not have adequate funds to match the estimated amount as listed in the latest estimate. We plan to haul and place the base and finish the project with County forces.

Thank you for your time and consideration in this matter.

Sincerely,

Charles L. Plummer
Roadmaster

CLP:jd

RECEIVED
MAR 20 1980
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Watson
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

Do Not File
Return To
Bring In
Action

CALLED C. PLUMMER
3/21 RE CONST. ENG
CHARLIE SAYS THE
STATE SHALL DO IT
TOLD ART [illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
March 14, 1980
Salem, OR 97310

Tony

FROM: Anthony J. George, Eng. Coordinator
Environmental Section

SUBJECT: Noise Study Reports for Plans and Specifications preparation

TO: J.H. Versteeg
Engineering Section

Attached are completed noise study reports. These are being forwarded so that pertinent noise data may be incorporated in the preparation of project plans and specifications.

This submittal is not our noise clearance memo.

AJG:ct

Attachments: Noise Study Reports:

1. Mt. Scott Noise Barrier
   SE 92nd Avenue to Lester Avenue
   East Portland Freeway (I-205)
   Portland, Multnomah and Clackamas Counties
2. Big Butte Creek Bridge
   Crowfoot Road
   Jackson County
3. Dean Creek Bridge
   Umpqua Highway
   Douglas County
4. Ferguson Road-Tekampe Road
   Knott Road, Bend
   Deschutes County

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 17 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Routing /
Action

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project Ferguson Road-Tekampe Road
Preparer Steve Lindland
Highway Knott Road
Date March, 1980
County Deschutes
City Bend

Project Description:

The project will reconstruct Knott Road from Ferguson Road to Tekampe Road. The reconstruction will widen the existing road from 18-22 feet to 24 feet. Several minor alignment changes will also be included. The largest alignment shift will move the road 115 feet. In addition, a bridge will be built over an irrigation canal.

Existing Land Use Activities:

The land adjacent to the new road right-of-way is currently undeveloped. Some new housing construction is occurring along Sherwood Forest Road (West of Knott Road and north of the canal), but none has yet occurred adjacent to Knott Road. In addition, five houses are situated west of Ferguson Road, just north of the intersection with Knott Road.

Traffic Data:

	No-Build		Build	
	1978 (year)	1990 (year)	19 (year)	1990 (year)
Design Hourly Volume				
Autos				
Speed				
Peak Truck Hour				
Autos	25	210		210
Trucks	5	35		35
Speed	30 mph	30 mph		45 mph

Traffic Noise Levels:

Measured Leq Noise Level			Volume			
Measured	Model Prediction	Distance from Center Line	Autos	Med. Truck	Heavy Truck	Speed
None						

	No-Build		Build	
	19 78 (year)	1990 (year)	19 (year)	1990 (year)
Leq Level Along R/W Line (40 feet from ℄)	58 dBA	67 dBA		69 dBA
Leq 67 dBA Contour Location (Distance from centerline)	-----	40 feet		65 feet

Traffic Noise Impacts:

None

Traffic Noise Mitigation:

None--Mitigation of traffic noise impacts will not be provided for those developements which were constructed after public notification of the project. Draft Negative Declaration released July, 1978.

Construction Noise - Impacts and Mitigation:

Since some residences are located in the general vicinity, construction time constraints will be included into the project specifications as follows: "Construction activities within 1,000 feet of any occupied residence will not be allowed on Sundays, legal holidays, and on other days between 10:00 p.m. and 6:00 a.m. Exceptions can be provided by the Resident Engineer." And "Blasting within 3,000 feet of any occupied residence will not be allowed on Sundays, legal holidays, and on other days between 8:00 p.m. and 8:00 a.m. Exceptions can be provided by the Resident Engineer.

Local Coordination:

A copy of this report will be sent to: Deschutes County

STATE OF OREGON

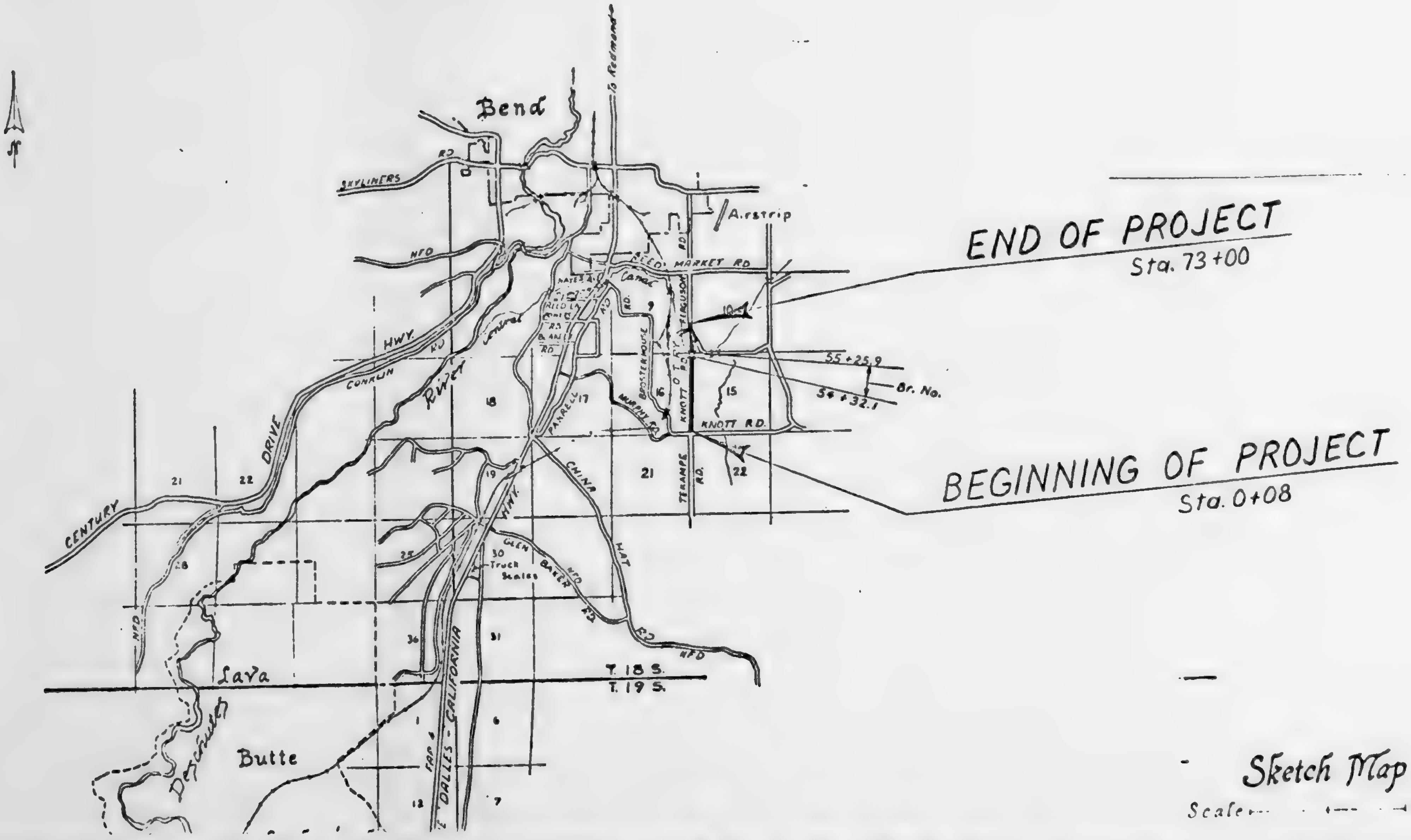
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

FERGUSON RD.-TEKAMPE RD. SEC.

COUNTY ROAD (KNOTT RD.)

DESCHUTES COUNTY


N
Bend
SKYLINERS
RD
NFD
A.rstrip
REED MARKET RD
Canal
RD
HWY.
CONKLIN
River
Central
FERGUSON
BROSTERHOUSE
KNOTT RD
KNOTT RD.
TEKAMPE RD.
MURPHY RD.
PARRELL
CHINA
HAT
GLEN
BAKER
RD
NFD
30
Truck Scales
9
10
15
16
17
18
19
21
22
29
28
36
31
1
6
12
7
55+25.9
54+32.1
Br. No.
CENTURY
DRIVE
HWY.
FAP 4
DALLES - CALIFORNIA
Lava
Butte
Deschutes
T. 18 S.
T. 19 S.
To Redmond
END OF PROJECT
Sta. 73+00
BEGINNING OF PROJECT
Sta. 0+08

Sketch Map

Scale ... Miles

11-1

ROUTING SLIP—DEPT. OF TRANSPORTATION

Date: 2-15-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 4]
~~District Number~~

ATTENTION: John Hagedorn

FROM: NR

COMMENTS: Please inform the county.

Form 731-0022 (7/78) SP*70682-734

DIVISION
-COST ESTIMATE

Sheet ____ of ____
Date [illegible]-11-80
County Deschutes
Length [illegible]
Name [illegible]

	Code	Unit	Quant.	Unit Cost	Total
		L.S.	9%		21,900
		L.S.	3%		7,300
		L.S.		[illegible]	6,000
		C.Y.	10,7[illegible]	7.50	80,250
		C.Y.	18,[illegible]	4.50	[illegible]
		[illegible]	[illegible]	[illegible]	11,480
		[illegible]	1185	[illegible]	[illegible]775
		[illegible]	[illegible]	[illegible]	2[illegible]75
		Ton	260	[illegible]	[illegible]16[illegible]
M.C. [illegible] Asph. [illegible]		Ton	4[illegible]	[illegible]	12,25[illegible]
12" Culv. Pipe		L.F.	[illegible]	[illegible]	760
18" Culv. Pipe		L.F.	[illegible]	15.[illegible]	[illegible]
Guardrail Type 2		L.F.	[illegible]	[illegible]	[illegible]570
G.R. Anchor, Type 1		Ea	2	350.[illegible]	700
Rail End Piece, Type B		Ea	2	100.[illegible]	[illegible]00
Rail End Piece, Type C		Ea	2	[illegible]	[illegible]20
					272,51[illegible]
Eng. [illegible]			x 1.15 =		309,300
Const Bridge		L.S.		[illegible]	
Eng. [illegible]			x 1.2 =		96,000
		TOTAL			405,300

.505-0900( )

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______
Date 2-11-80

Section Ferguson Rd - Tekampe Rd
County Deschutes
Kind Of Work Grading, Oiling & str.
Length .38 mi
Name Piete / Mann

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		L.S.	9%		21,900
Temp Prot & Dir		L.S.	3%		7300
Clearing & Grubbing		L.S.		6,000	6,000
Gen. Exc		C.Y.	10,700	7.50	80,250
Cinder Base		C.Y.	18,000	4.50	81,000
Class "C" Asph Conc.		Ton	140	32.00	4,480
Aggr. in Asph. Macadam		C.Y.	1135	15.00	17 775
AR-4000 Asph In Asph. Mac		Ton	111	[illegible]	21,75[illegible]
1/2"-1/4" Aggr. In Prime Coat		Ton	260	16.00	4,160
M.C. 250 Asph In Prime Coat		Ton	49	[illegible]	12,25[illegible]
12" Culv. Pipe		L.F.	[illegible]	[illegible]	960
18" Culv. Pipe		L.F.	[illegible]	15.00	[illegible]
Guardrail Type 2		L.F.	238	15.00	3570
G.R. Anchor Type 1		Ea	2	350.00	700
Rail End Piece Type B		Ea	2	100.00	200
Rail End Piece Type C		Ea	2	[illegible]	[illegible]20
					27[illegible] 51[illegible]
Eng. & Contin.			x 1.135 =		309,300
Const Bridge		L.S		80,000	
Eng. & Cont.			x1.2 =		96,000
		TOTAL			405,300

P.E. costs	
409-1986	$8,383.65
209-1980	$5,473.90
Const. Est.	$405,300.00
	$419,157.55
Less Federal Funds	$215,000.00
Less County advance deposit	$800.00
Est. additional County Costs	$203,357.55

U. S. DEPARTMENT OF TRANSPORTA - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: SOS-0900(3)

STATE PROJECT NO.: See below

COUNTY NAME: Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 90063

FROM:

G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

John Hagedorn

DATE PS&E APPROVED: FEB 15 1980 ~~1-29-80~~

DATE AUTHORIZATION EFFECTIVE: FEB 15 1980 ~~1-29-80~~

FEDERAL ROUTE NUMBER: Non Federal-aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

Ferguson Road - Tekampe Road

GENERAL DESCRIPTION OF WORK:

Grade, drain, pave and structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 5-24-79 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $250,000 Federal funds $197,800 in accordance with the provisions of your approved SEcondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that yourproposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE: 1-29-80

SIGNATURE OF APPROVING OFFICIAL: G. K. H

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-918

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION OR CURRENT MONTH	YEAR TO DATE	[illegible]
OLD DRY CRK OCHOCO HWY	CONT [illegible]	FA [illegible]	[illegible]	[illegible]
		** JOB TOTALS **	[illegible]	[illegible]
DESCHUTES CO PAVEMENT MRKINGS	CONT [illegible]	FA [illegible]	[illegible]	[illegible]
		** JOB TOTALS **	[illegible]	[illegible]
FERGUSON RD-TEKAMPE RD	CONT [illegible]	FA [illegible]	[illegible]	[illegible]
		** JOB TOTALS **	[illegible]	[illegible]
SOLAR & STELLAR DR IMPRVT	CONT [illegible]	FA [illegible]	[illegible]	[illegible]
		** JOB TOTALS **	[illegible]	[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

December 6, 1979

FILE: 209-1980

FROM: JR Hagedorn
John R. Hagedorn
Region Federal Aid Engineer

TO:
D. E. Swan
Project Management

SUBJECT: Ferguson-Tekampe Road
Knott Road, SOS 0900 (3)
Deschutes County

Deschutes County, through Roadmaster Charles Plummer, has decided they would like to have the subject project returned to its original status. They will not be able to construct a portion of the project as outlined in my letter of August 3, 1979 to you, and requested in Mr. Plummer's letter of August 22, 1979. A copy of Mr. Plummer's latest missive is attached.

JRH:pw
Enclosure

c.c. J.H. Versteeg
FRANK TERPIN

5

DESCHUTES COUNTY ROAD DEPARTMENT
61000 ARNOLD MARKET ROAD - BEND, OREGON 97701
TELEPHONE (503) 382-4000 EXT. 344

November 3, 1979

Mr. John Hagedorn
Regional Federal Aid Engineer
Box 5309
Bend, Oregon 97701

RE: Ferguson - Tekampe Road Section Knott Road

Dear John:

Due to unforseen problems we will not be able to construct the above mentioned project with County forces, therefore, we respectfully request that the original program be reinstated.

Sorry to be such an inconvenience but I have no control over the problems as stated.

Thank you for your patience in this matter.

Sincerely,

Charles L Plummer

Charles L. Plummer
Roadmaster

CLP/wjl

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE DEC 5 1979 RDE
RSO REGION 4 RBE
ASSIGNED____________

DESCHUTES COUNTY
ROAD DEPARTMENT
1507 N.E. FIRST STREET BEND, OREGON 97701
TELEPHONE 382-4000

August 22, 1979

Mr. John Hagedorn
Region 4 Federal Aid Engineer
P.O. Box 1249
Bend, OR 97701

RE: Ferguson Road - Tekampe Road Section Knott Road-
SOS 0900(3) Deschutes County

Dear John:

This correspondence is in reference to our recent conversation regarding the above captioned project.

We would respectfully request that the county's plan be implemented and your plans be amended to change the original project concept.

If we maybe of further service to you please do not hesitate to call on us.

Sincerely,

Charles L. Plummer

Charles Plummer
Roadmaster

CP/wl

11-1

J. R. Hagedorn
Region 4 Federal Aid Engineer

August 13, 1979

D. E. Swan
Operation Programming Engineer

Ferguson Road-Tekampe Road Section
Knott Road, SOS 0900(3)
Deschutes County

Your letter of August 3 and telephone conversation on August 10, concerned Deschutes County's tentative plan to grade and base their SOS project this Fall and Winter. The Highway Division would let a paving and bridge contract next Spring if additional SOS funds are made available and approved for construction.

Their project still remains No. 1 on our priority list if this plan is followed. Preliminary engineering will be eligible for federal participation. Your letter has started the implementation of the county's plan. Please have Charlie Plummer send a letter requesting us to amend the original project concept. We can then use this as a basis to write a memo to the files.

Since the County can do their work from the preliminary plans, by a copy of this letter I am asking Design to send you 6 copies of the half-size preliminary plans, 1 copy of full-size plans and the field location data.

RHP:pf

cc: J. H. Versteeg
F. E. Terpin

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, OR 97701
August 3, 1979

FILE: 209-1980

JR Hagedorn

FROM: J. R. Hagedorn
Region Federal Aid Engineer

TO: D. E. Swan
Project Management

SUBJECT: Ferguson Rd.-Tekampe Rd.
Knott Road, SOS-0900 (3)
Deschutes County

Considering that the future of the SOSR is rather nebulous, Deschutes County (Charles Plummer, Roadmaster) has come up with a tentative plan that will expedite the construction of the subject section of road.

The plan is very simple. The County would do the grading, drainage, and cinder base, as per the plans. If and when SOS funds are available, a contract could be let for paving, construction of the bridge, and any other work necessary to complete the project. If no Federal Aid funds are forthcoming within a reasonable time, the County would complete the bridge and surfacing.

I understand that this project is No. 1 on the priority list if SOS funds become available. The questions we have are: Will the project remain No. 1 if the County's plan is carried out? Will the P.E. that has previously been done receive Federal participation? What procedures are necessary to implement this plan, if it is so desired? [illegible]

JRH:pw

cc: Chas. Plummer
Dale Allen

[illegible]
R/D

7124

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TOTAL TO DATE JOB COST SUMMARY                                                    JUNE 1979          PAGE  65

                                                                                    FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE         DATE
                                  207    1981      909     00 P 1                                     [illegible]
                                  207    1981      910     00 P 1                                     [illegible]
                                  207    1981      913     00 P 1                                      78 00
                                  207    1981      913     00 N 1                                     [illegible]
                                  207    1981      914     00 P 1                                     110 62
                                  207    1981      920     00 P 1                                     254 37
                                  207    1981      921     00 P 1                                     633 [illegible]
                                  207    1981      923     00 P 1                     [illegible]     [illegible]
                                  207    1981      950     00 P 1                                     [illegible]
                                                   TOT        P1                       3,053.4[illegible]    604 8[illegible]
                                                   TOT        N1                                      [illegible]
                                                ** JOB TOTALS **              **       3,058 4[illegible]  **  [illegible]

  OLD DRY CRK OCHOCO HWY      CONT NO       FA PROJ NOS SOS 700002 100
                                  207    1987      296     00 N 9                        24 99CP        [illegible]
                                  207    1987      298     00 N 9                        24 99           24 99
                                  207    1987      910     00 P 1          9 48          24 44           24 44
                                  207    1987      920     00 P 1                        13.40           13 40
                                                   TOT        P1           9 48          37 84          [illegible]
                                                ** JOB TOTALS **           9.48   **     37 84    **    [illegible]

  FERGUSON RD-TEKAMPE RD      CONT NO       FA PROJ NOS OS  900001 100                                  00      STAT
                                  209    1980      296     00 N 9                     3,200.00CP        [illegible]
                                  209    1980      297     00 N 9                       600 00          [illegible]
                                  209    1980      298     00 N 9                     3 100 00          [illegible]
                                  209    1980      901     00 P 1                       223.42          [illegible]
                                  209    1980      905     00 P 1                       829 11          [illegible]
                                  209    1980      906     00 P 1                       487.03          [illegible]
                                  209    1980      910     00 P 1                        63.43          [illegible]
                                  209    1980      911     00 P 1                        12 1[illegible]  [illegible]
                                  209    1980      918     00 P 1                                        63 80
                                  209    1980      921     00 P 1                       391.20          391 20
                                  209    1980      922     00 P 1                         8.56            8 56
                                  209    1980      923     00 P 1                     1,337 10          [illegible]
                                  209    1980      980     00 P 1                       237 24          [illegible]
                                                   TOT        P1                      3 694 31          [illegible]
                                                ** JOB TOTALS **              **      3 694 31   **     [illegible]  **

  SOLAR & STELLAR DR IMPRVT   CONT NO     * FA PROJ NOS SOS 900002 100                                  00      STAT
                                  209    1982      296     00 N 9                     3,234 33CP        [illegible]
                                  209    1982      297     00 N 9                                       [illegible]
                                  209    1982      298     00 N 9                     3,234 33          [illegible]
                                  209    1982      901     00 P 1                        83.40          [illegible]
                                  209    1982      905     00 P 1                     1 135 34          [illegible] 54
                                  209    1982      910     00 P 1                                       [illegible]
                                  209    1982      920     00 P 1                        48.90           48 90
```

2-11

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 24, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 90063
Project No. SOS-0900(3)
Ferguson Rd.-Tekampe Rd. Section
Deschutes County

Enclosed is data for the subject project.

I hereby request authorization for construction at an estimated total cost of $250,000 with an obligation of $197,800 in federal funds. ✓

Copies of State Clearinghouse and District 10 Clearinghouse A-95 review approval letters have been previously forwarded.

CL:dmc
Enc.
cc: D. Allen, Reg. 4
H. Reynoldson

H
N
M [illegible]

Budget Bureau No. 41-R20(7

U.S

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

May 24, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		Co. Rd., Approx. 1 mi. S.E. of Bend		20	N/A	99	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
	Gr., Dr., H.T. Pave, Str.								SOS-	0900

CARD

CLASS OF FEDERAL FUNDS: Safer Off System Roads

NAME OF URBAN AREA: ---

17-31

COUNTY NAME: Deschutes

ROUTE NO. N FEDERAL-AID: Non (32) STATE: Co. Rd. (36) (37) U.S.: ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Ferguson Rd.- Tekampe Rd. Section"					
5					**ROW**							
5					**CONST** (CODE) 6201 X081			1.3	310,000	197,800		122,200 (Cc

CARD 1	CODE 1	PREPARED BY	CL	PROJECT TOTALS	1.3	310,000	197,800		122,200 (Cc
1	14	PROGRAM APPROVAL DATES	October 13, 1978		(16)	(23)	(24) (33)		

REMARKS Additional Data see ite
Project No. OS-0900(

Budget Bureau No. 41-R2067; Approval Expires February 28,

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

May 24, 1979

JECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., Approx. 1 mi. S.E. of Bend		20	N/A	99	10	Oregon	41	680	90063

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER		SEQ. NO.	I Projects Only POST MI. DESIG.
ve, Str.								SOS-	0900	(3)		

em Roads

COUNTY NAME	Deschutes	CODE	017
ROUTE NO.	N	FEDERAL-AID	Non
STATE	Co. Rd.	U.S.	---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Ferguson Rd.- Tekampe Rd. Section"						ROW-80' Normal; Access Control-Partial Parking Restrictions- None
OW								
ONST (CODE) 5201 X081			1.3	310,000	197,800		122,200 (Co.)	
CL		PROJECT TOTALS	1.3	310,000	197,800		122,200 (Co.)	

PROVAL DATES October 13, 1978

REMARKS Additional Data see item No. 80059
Project No. OS-0900(1).

over

Ferguson Road-Tekampe Road Section
Project No. SOS-0900(3)

Project Data: Work under this project consists of the following:

1) Grade, drain and high type pave to provide for 2-12 foot travel lanes with 8-foot shoulders.
2) Construct 100-foot precast slab structure over the Central Oregon Irrigation District Canal with a horizontal clearance of 40 feet.

FHPM 7-7-2 Requirements: Final Negative declaration approved by FHWA on October 30, 1978.

FHPM 7-7-5 Requirements:

a) Public Hearings--Offered but none requested.
b) Location/Design--Approved by adaption of the Final Negative Declaration.

Note: 1) This project is in Congressional District No. 2.
2) Included in FY 79 Annual Program on page 15 of Schedule of Contract lettings.

4-1

March 9, 1979

Deschutes County
Board of Commissioners
Courthouse
Bend, OR 97701

MISC. CONTRACTS and
AGREEMENTS No. 6249

Attention: County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement concerning construction of the Ferguson Road-Tekampe Road Section of Knott Road in Deschutes County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

[illegible]

September 6, 1977

Deschutes County Board of Commissioners
Courthouse
Bend, OR 97701

MISC. CONTRACTS and
AGREEMENTS No. 6249

Attention: Rosemary Patterson
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Ferguson Road-Tekampe Road Section project in Deschutes County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
December 29, 1978

FILE: 209-1980

FROM: John R. Hagedorn
Region Federal Aid Engineer

J R Hagedorn

TO:
Hal Reynoldson
Local Government Section
Project Management

SUBJECT: Ferguson Rd.-Tekampe Rd.
SOS Project

Attached hereto is a request from Deschutes County that states their desires regarding the subject project.

1. They now want the State to perform the construction engineering. Please ask Mainor to send out a new agreement.

2. They would also like to defer the project until some time after July, 1979.

JRH:pw
Enclosure

COPY TO:
H [illegible] TE[illegible]
C.J. RAMSEY
D.L [illegible]
1-4-79

⑪ [illegible]

M

Purge
1) Reschedule ✓
2) Have Holmes process appropriate agreement

[illegible] 2-1-79

DESCHUTES COUNTY
ROAD DEPARTMENT
1507 N.E. FIRST STREET BEND, OREGON 97701
TELEPHONE 382-4000

December 19, 1978

Mr. John Hagedorn
Federal Aid Engineer
Region 4
P. O. Box 1249
Bend, Oregon 97701

RE: Knott-Tekampe Off-System Project

Dear John,

This correspondence will confirm our discussion this a.m. relative to a change in plans for Knott-Tekampe project.

We would respectfully request that we amend our agreement to relate that the construction engineering would be performed by the Department of Transportation rather than by Deschutes County.

Also, we would request that the bid call be postponed until some time after July 1, 1979, perhaps as late as next fall.

Thank you for your consideration in this matter.

Sincerely,

Charles L. Plummer

Charles L. Plummer
Roadmaster

CLP:jd
12/19/78

STATE OF OREGON **INTEROFFICE MEMO**

TO: FILES

DATE: December 18, 1978

FROM: D N Harwell
D. N. Harwell
County-City Coordinator

SUBJECT: Deschutes County SOS

On Friday, December 15, Mr. C. L. Plummer, Roadmaster, Mr. Lynn McKibben, Engineer, John Hagedorn and the writer met to discuss the SOS project on Knott Road (Ferguson Rd.-Tekampe Rd.) in Deschutes County.

The project is currently scheduled for February 1979 bid letting and should be set back until after July 1979.

Currently the project agreement of July 1979, calls for the County to perform both preliminary and construction engineering. It is the county's desire to change the agreement to read that "State shall perform construction engineering".

A letter from Deschutes County is forthcoming stipulating the above.

DNH:pf

cc: D. E. Swan
J. H. Versteeg
C. T. Keasey
Dale Allen (Hagedorn) ✓

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE DEC [illegible] 1978 RDE
RSO REGION 4 RBE
ASSIGNED ______________

.125-1387

[illegible]

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/27/78	CC1950		209-1980

BILL TO: Code:

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701
Attn: Mr. Charles Plummer, Co. Roadmaster

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the PE for the Ferguson Road-Tekampe Road Section SOS-0900(1) AD 547			

Advance Deposit Amount	$ 800.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 800.00
Transfer to Highway Fund	$ 600.00
Refund Due	$

Partial or final request for billing

Number of the previous request in connection with this service.

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Gerald W. Wimer

SP*35736

```
TOTAL TO DATE JOB COST SUMMARY                                              NOVEMBER 1978        PAGE  672
                                                                               FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DATE

  11TH ST CRESTWOOD CT MCMINNVL CONT NO        FA PROJ NOS M   545001 100                                              STATE
                                 336   1963      296      00 N 9          2.79CR          13.20CR          13.20CR
                                 336   1963      298      00 N 9          2.79            13.20            13.20
                                 336   1963      910      00 P 1        227.82           231.07           231.07
                                 336   1963      920      00 P 1                          12.14            12.14
                                 336   1963      926      00 P 1         41.36            41.36            41.36
                                                 TOT      P1            269.18           284.57           284.57
                                              ** JOB TOTALS **          269.18  **       284.57  **       284.57  **

  COUNTYWIDE SIGNING             CONT NO        FA PROJ NOS SRS 00S036 100                                             STATE
                                 403   1903      598      00 N 9      5,490.22CR       5,490.22CR       5,490.22CR
                                 403   1903      903      00 P 1      2,745.11         2,745.11         2,745.11
                                                 TOT      P1          2,745.11         2,745.11         2,745.11
                                                 TOT      N9          5,490.22CR       5,490.22CR       5,490.22CR
                                              ** JOB TOTALS **        2,745.11CR**     2,745.11CR**     2,745.11CR**

  CLATSOP CNTY SIGN PROJ #2      CONT NO        FA PROJ NOS HHS 00S017 100                                             STATE
                                 404   1940      598      00 N 9      3,585.60CR       3,585.60CR       3,585.60CR
                                 404   1940      903      00 P 1      1,792.80         1,792.80         1,792.80
                                                 TOT      P1          1,792.80         1,792.80         1,792.80
                                                 TOT      N9          3,585.60CR       3,585.60CR       3,585.60CR
                                              ** JOB TOTALS **        1,792.80CR**     1,792.80CR**     1,792.80CR**

  FERGSON RD-TEKAMPE RD          CONT NO        FA PROJ NOS OS  90000T 100                                             STATE
                                 409   1986      598      00 N 9                       8,383.65CR       8,383.65CR
                                 409   1986      903      00 P 1                       8,383.65         8,383.65
                                                 TOT      P1                           8,383.65         8,383.65
                                                 TOT      N9                           8,383.65CR       8,383.65CR
                                              ** JOB TOTALS **                  **               **               **

  SHASTA CR SECTION              CONT NO        FA PROJ NOS OS  301001 100                                             STATE
                                 423   1974      598      00 N 9                       2,103.58CR       2,103.58CR
                                 423   1974      903      00 P 1                       2,103.58         2,103.58
                                                 TOT      P1                           2,103.58         2,103.58
                                                 TOT      N9                           2,103.58CR       2,103.58CR
                                              ** JOB TOTALS **                  **               **               **

  PTLND SIGNAL MODIF (3)         CONT NO        FA PROJ NOS XI  026010 100                                             STATE
                                 426   1901      598      00 N 9                       1,529.02CR       8,580.00CR
                                 426   1901      903      00 P 1                       1,529.02         8,580.00
                                                 TOT      P1                           1,529.02         8,580.00
                                                 TOT      N9                           1,529.02CR       8,580.00CR
                                              ** JOB TOTALS **                  **               **               **
```

November 21, 1978

Deschutes County
  Board of Commissioners
Courthouse
Bend, Oregon 97701

Attn: Mr. Charles Plummer
      Roadmaster

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Ferguson Road-Tekampe Road Section on Knott Road SOS-0900(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$4,000.00
Federal Funds	3,200.00
Balance	$ 800.00
Local Share:	
$800.00	

Please make your check in the amount of $800.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#547: Vern Skoog-Please return completed AD#547 when check is received.
Region 4 Federal Aid Engineer John Hagedorn.

Section Ferguson Rd - Tekampe Rd Programming Estimate $

Highway Co. Rd Project Length

County Deschutes Completion Time 140 Cal. days

Kind of Work Grade Pave and structure

Prefix 209-1980 FA Project No. - (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

tract Amount $ 270,425

2000 ✓

$ 2000

$ 272,425

Contingencies (4-1/2%) . . . . 12,259^{13}

Engineering (9 %) . . . . 24,518^{25}

~~SUBTOTAL~~ $

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ 309,202^{38}

Est. State PE Costs 3 000.00

Total Project Costs 312,202^{38}

Less Fed. Funds 215,000.00

County Share of Project $ 97,202.38

APPROVED

Road Design Engineer

ROUTING SLIP Date: 4/17/78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 4]
District Number

ATTENTION: John Hagedorn

FROM:

COMMENTS: Please inform the County.

Form 731-0022 (1/78) SP*70504-734

Highway Co. Rd Project Length

County Deschutes Completion Time 140 Cal. days

Kind of Work Grade Pave and structure

Prefix 209-1950 FA Project No. (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 270,425
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control E. Johnson 11/17	2000 ✓	
State Furnished		
Install Water Meter		$ 2000
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 272,425
Contingencies (4-1/2%)		12,259^{13}
Engineering (9 %)		24,518^{25}
~~SUBTOTAL~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 309,202^{38}
Est. State PE Costs		3000.00
Total Project Costs		312,202^{38}
Less Fed. Funds		215,000.00
County Share of Project		$ 97,202.38

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section [illegible]

County

Kind Of Work

Length

Name Day

11-17-78

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All		20,00
	Temporary Protection and Direction of Traffic		All	All		5,000
	Roadwork					
	Clearing and Grubbing		All	All	—	4,000
	General Excavation		Cu Yd	10,200	5.75	58,650
	Cinder Base		Cu Yd	18,000	3.50	63,000
	Class "C" Asphalt Concrete		Ton	140	30.00	4,20
	Aggregates in Asphalt Macadam		Cu Yd	1185	12.00	14,22
	AR-2000 Asphalt in Asphalt Macadam		Ton	111	140.00	15,540
	1/2"-1/4" Aggregate in Prime Coat		Cu Yd	260	14.00	3640
	MC-250 Asphalt in Prime Coat		Ton	49	155.00	7,59
	12-inch Culvert Pipe		Lin Ft	80	9.00	720
	18-inch Culvert Pipe		Lin Ft	[illegible]	13.00	335
	Guard Rail, Type 2		Lin Ft	230	10.00	2,3
	Guard Rail Anchor, Type 1		Each	2	300.00	600
	Rail End Piece, Type [illegible]		Each	2	100.00	200
	Rail End Pieces, Type 6		Each	2	150.00	300
	Structure					
	[illegible] Bridge		All	All		67,00
						270,4

```
          207   1981   207   00 N 9                                               [illegible]
          207   1981   293   00 N 9                                               23.[illegible]
          207   1981   901   00 P 1
          207   1981   901   00 N 1                              7 193 28
          207   1981   904   00 P 1                                               3.[illegible]
          207   1981   905   00 P 1
          207   1981   909   00 P 1
          207   1981   910   00 P 1
          207   1981   913   00 P 1
          207   1981   913   00 N 1
          207   1981   914   00 P 1
          207   1981   920   00 P 1
          207   1981   921   00 P 1
          207   1981   923   00 P 1
          207   1981   950   00 P 1                              7 193 28
                       TOT   P1
                       TOT   N1
                   ** JOB TOTALS **              **            7 193 28  **       46 [illegible] 74

FERGUSON RD TEKAMPF RD    CONT NO    FA PROJ NOS OS  900001 100
          209   1980   296   00 N 9                            1.[illegible]
          209   1980   298   00 N 9                            1 493 [illegible]
          209   1980   901   00 P 1
          209   1980   905   00 P 1             60.[illegible]    [illegible]
          209   1980   906   00 P 1              1 30            471 19
          209   1980   910   00 P 1                               63 43
          209   1980   918   00 P 1
          209   1980   922   00 P 1              8.65              8 65
          209   1980   923   00 P 1            143.44            [illegible]
          209   1980   920   00 P 1            137.[illegible]   [illegible]
                       TOT   P1                371 76          1.703 19
                   ** JOB TOTALS **            371 76  **      1.703 19  **       2.[illegible] 14

SOLAR & STELLAR DR IMPRVT    CONT NO    FA PROJ NOS SOS 900002 100
          209   1982   296   00 N 9
          209   1982   297   00 N 9                              [illegible] 90
          209   1982   901   00 P 1                          1.131 [illegible]
          209   1982   905   00 P 1
          209   1982   910   00 P 1
          209   1982   920   00 P 1             43.90             43 90
          209   1982   921   00 P 1             71.[illegible]   [illegible]
          209   1982   922   00 P 1              [illegible]      [illegible]
                       TOT   P1                128.96          1.531 30           3.[illegible]
                   ** JOB TOTALS **            128.96  **      1.531 30  **       3.[illegible]

GAZLEY DR GAZLEY COUNTY RD    CONT NO    * FA PROJ NOS OS  000001 100          19 479 [illegible]
          210   1952   296   00 N 9
```

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-0900(1)

STATE PROJECT NO. See below

COUNTY NAME Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM

ITEM NO. 80059

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-30-78

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Ferguson Road - Tekampe Road Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including Utility preparatory work
TEC NTE $4,000 - F.F. $3,200
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-27-78. Final Negative Declaration approved 10-30-78.

DATE 11-15-78

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-78/

Deschutes

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Bend, Oregon

DATE October 4, 1978

TO Ed Neilsen
Region Designer

FROM W. W. Robertson
Resident Engineer

W W Robertson

SUBJECT Ferguson Rd - Tekampe Rd.
Deschutes County
Preliminary Plans Review

A meeting was held with this office and Deschutes County officials on October 3, 1978 and it was in agreement with the County Engineer, County Road Master and County Designer that the subject plans are complete except for the addition of the following pipe:

> Install a 18" x 50' culvert pipe crossing the roadbed at Station 33+00±.

Attach.

Concur
RCP
10-6-78

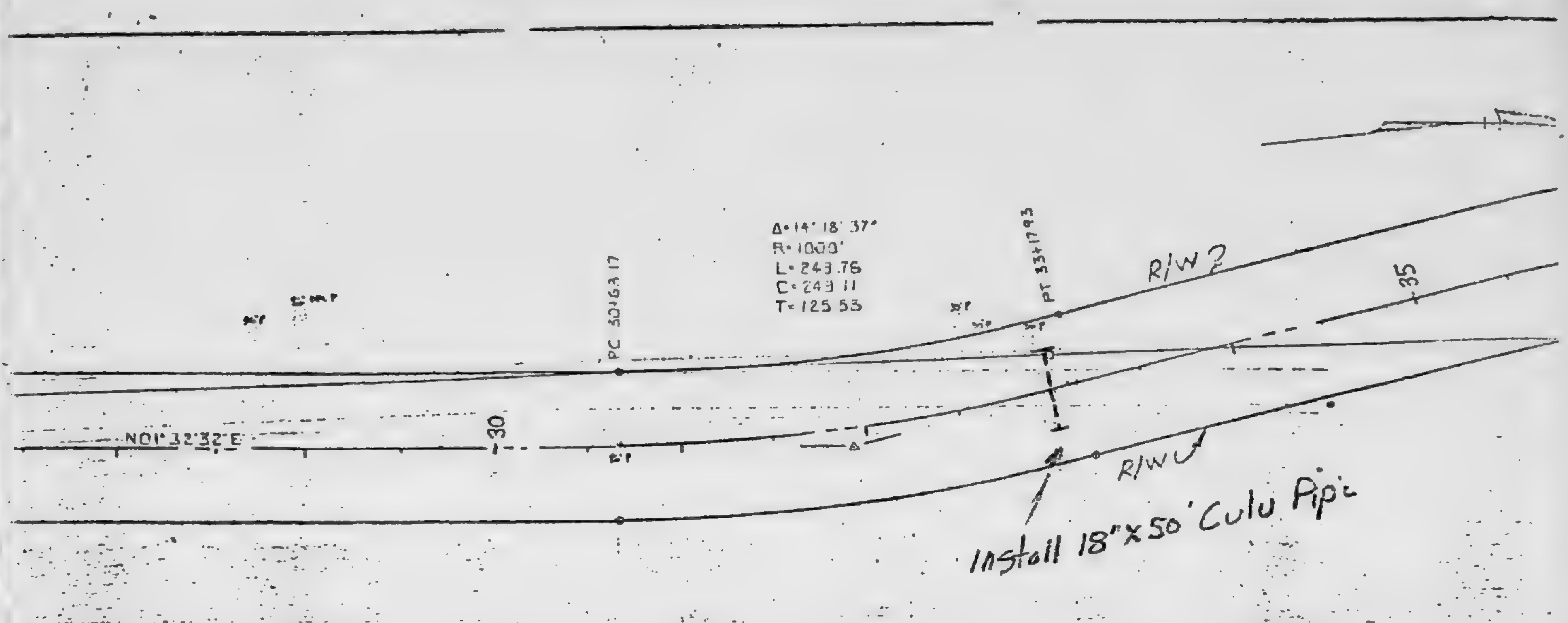
ROE [✓ RE] [✓ RCE] PLA FAE
RTE RECEIVED GEO
RUE OCT 4 1978 RCE
RSO REGION 4 RBE
ASSIGNED ________

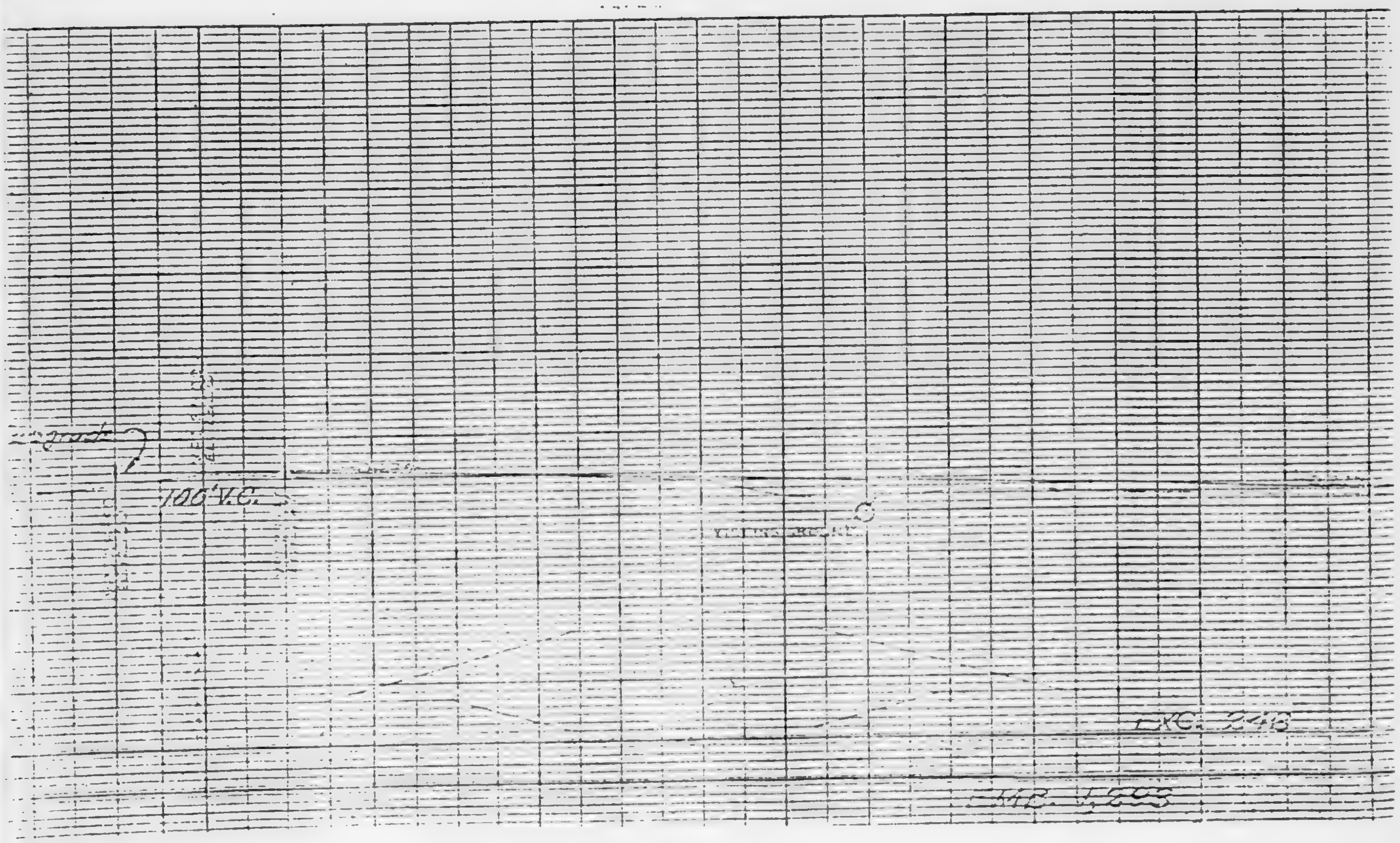
REFERRED TO
[illegible]
BY FINAL DESIGN ENGINEER

____ Versteeg ____
____ Christensen ____
____ George ____
____ Olson ____
____ Terpin ____
____ Sullivan ____
____ Scott ____
____ Anderson ____

RECEIVED
OCT 0 9 1978
ENGINEERING SECTION

____ Trout ____
Do Not File ☐
Return To ____
Bring Up ____/____/____
Action ____


Δ=14°18'37"
R=1000'
L=243.76
C=243.11
T=125.53
PC 30+63.17
PT 33+17.93
R/W?
35
N01°32'32"E
30
R/W
Install 18"x50' Culv Pipe


grade
100' V.C.
EXC. 2.48
EMB. 1.295

1859

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 27, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

Original Signed By
D. E. Swan

RECEIVED
STATE HWY ENGR
SEP 28 '78
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

SUBJECT: Study Report
Project No. OS-0900(1)
Ferguson Rd.-Tekampe Rd. Section
Knott County Road
Deschutes County

Attached for your information is a copy of the study report with preliminary plans to aid you in your evaluation to determine if the Final Negative Declaration when submitted adequately addresses the proposed location/design.

Upon FHWA'a adoption of the Final Negative Declaration we request authorization to proceed with the portion of preliminary engineering under Project No. OS-0900(1) necessary to obtain PS&E approval at an estimated total cost of $4,000 with obligation of $3,200 in federal funds.

JLG:pf
Attachments

cc: H. S. Coulter
E. S. Hunter
F. E. Terpin
Gary Potter
J. H. Versteeg
Walt Hart
Alfred Shirley (Region 3)
W. Wakerlig

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
September 22, 1978
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Final Negative Declaration
Ferguson Road to Tekampe Road Sec.
Knott Road
Deschutes County

The subject statement in the form of a final negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the natural and social environmental impacts of the project.

If you agree, please sign all copies and return the original plus four copies to this office for submission to the Federal Highway Administration for concurrence.

GAP:ss

Attachments

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
Dale Allen

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
SEP 22 '78
REFER TO
FOR

FINAL NEGATIVE DECLARATION
FERGUSON ROAD TO TEKAMPE ROAD SECTION
KNOTT ROAD
DESCHUTES COUNTY

PREFACE*

The Draft Negative Declaration for the Ferguson Road to Tekampe Road section was circulated for review on July 19, 1978. On July 25 and August 1, the Deschutes County Board of County Commissioners published notice in the Bend Bulletin that any citizen could request (prior to August 17) a public hearing covering the social, economic and environmental effects of the project. No such request was received and therefore a public hearing was not held.

The thirty (30) day period for commenting on the Draft Negative Declaration ended August 20. No comments were received by Deschutes County or the Oregon Department of Transportation. The Deschutes County Road Department suggested two minor changes in the Draft Negative Declaration, both of which have been included in the Final. The other notable difference is the clarification of the travel lane width of the typical section. In the Draft, the pavement width indicated a total of 28 feet, which could be misconstrued to mean two-14 foot travel lanes. In the Final, the statement describing the section is clarified, indicating that there will be two-12 foot travel lanes, and two-2 foot "shy" distances for the total pavement width of 28 feet.

After further consideration of the social, economic and environmental factors, Alternative 1 (reconstruction of Knott Road within the existing right-of-way) was selected to be further advanced and constructed.

*All changes, other than minor punctuation, from the Draft Negative Declaration are printed in italics.

FINAL NEGATIVE DECLARATION
FERGUSON ROAD TO TEKAMPE ROAD SECTION
KNOTT ROAD
DESCHUTES COUNTY

INTRODUCTION

This document concerns the upgrading of a 1.3-mile segment of Knott Road from the intersection of Tekampe Road to Ferguson Road (Figure 1). Knott Road is located approximately one mile southeast of the city limits of Bend in Deschutes County, Oregon. The project is designed to facilitate northeast-southwest traffic movements that currently utilize the congested central area of Bend.

Four project alternatives have been considered. However, consultations among the Federal Highway Administration, the Oregon Department of Transportation and Deschutes County led to the conclusion that Alternatives 2 and 3 were neither prudent nor feasible. These alternatives would be more costly and cause greater adverse environmental impact than the remaining build option, Alternative 1. For these reasons further study of Alternatives 2 and 3 was deemed inappropriate. A brief description of each alternative follows on page 4.

PROJECT HISTORY

Knott Road was established in 1913 as an unimproved road, a condition remaining to this day. Construction of the Central Oregon Irrigation District canal in 1921 required the construction of a timber bridge over the canal. The bridge collapsed in 1970 and has not been replaced. Traffic presently crosses the canal by detouring over private land. The recent real estate boom in the Bend area has increased the need for road construction and repair, and Knott Road has been identified as a link in total transportation plans.

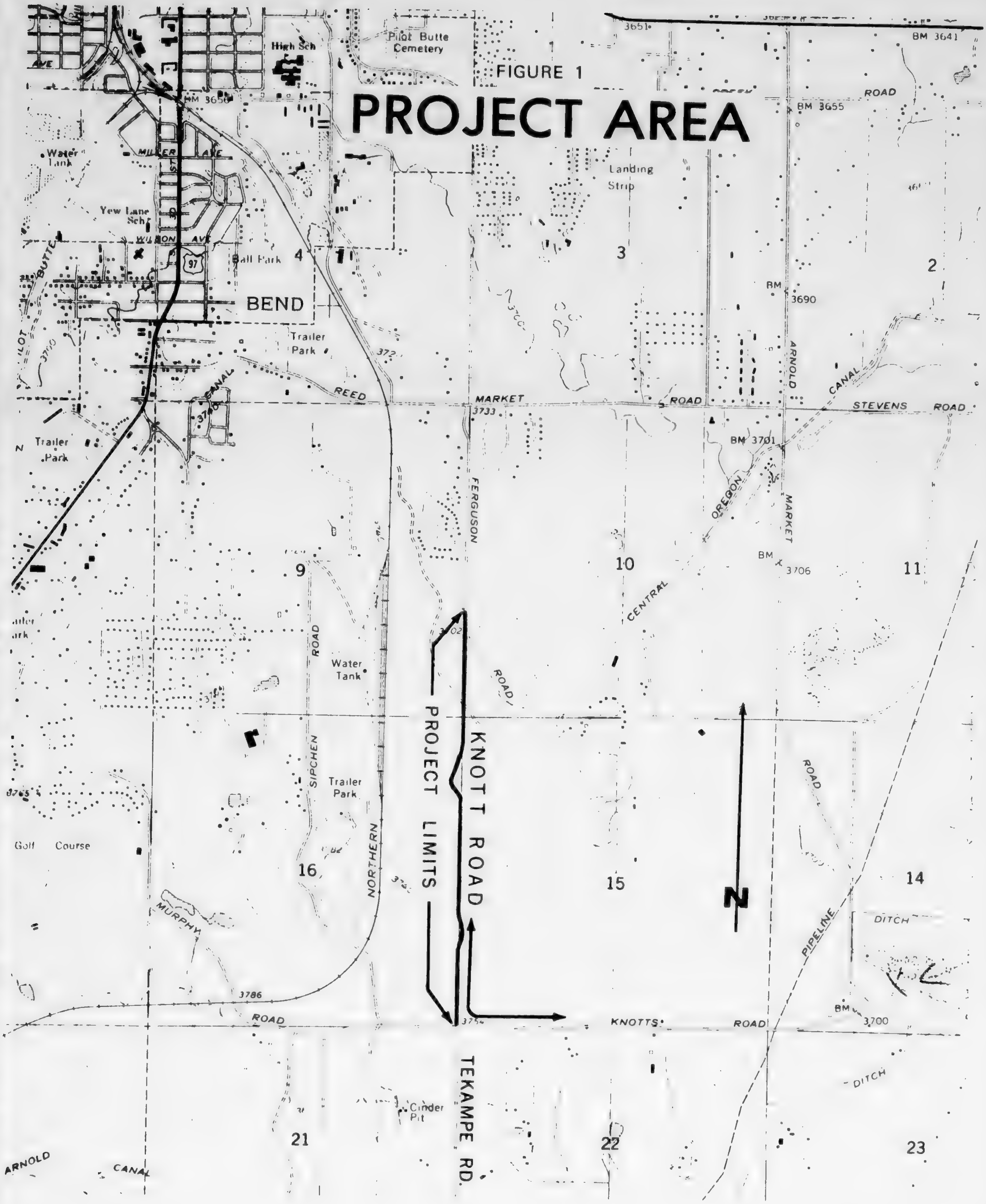


FIGURE 1

PROJECT AREA

High Sch
Pilot Butte Cemetery
BM 3651
BM 3641
BM 3650
ROAD
BM 3655
Water Tank
MILLER AVE
Landing Strip
Yew Lane Sch
WILSON AVE
97
Ball Park
4
3
2
BUTTE
PILOT
BEND
BM 3690
Trailer Park
REED
MARKET
3733
ROAD
ARNOLD
CANAL
STEVENS ROAD
Trailer Park
BM 3701
OREGON
FERGUSON
MARKET
BM 3706
9
10
11
CENTRAL
ROAD
Trailer Park
ROAD
Water Tank
SIPCHEN ROAD
Trailer Park
PROJECT LIMITS
KNOTT ROAD
ROAD
N
Golf Course
NORTHERN
16
15
14
MURPHY
DITCH
PIPELINE
3786
ROAD
3754
KNOTTS ROAD
BM 3700
TEKAMPE RD.
DITCH
Cinder Pit
21
22
23
ARNOLD CANAL

In the last several years, right-of-way was acquired for an anticipated road improvement. In January, 1976, Deschutes County applied for Federal funds to complete the project. This necessitated the processing of an environmental assessment, which was prepared in June 1977. It was determined that the proposal is a major action lacking significant impacts on the quality of the human environment. The purpose of this Negative Declaration is to document that determination.

PROJECT DESCRIPTION

The original right-of-way was 40 feet wide; however, it has been increased to 80 feet in anticipation of this project. The roadway, which is unpaved, is approximately 18 to 22 feet wide and has a very irregular grade traversing rock ridges. During the winter, water accumulates in certain areas of the road.

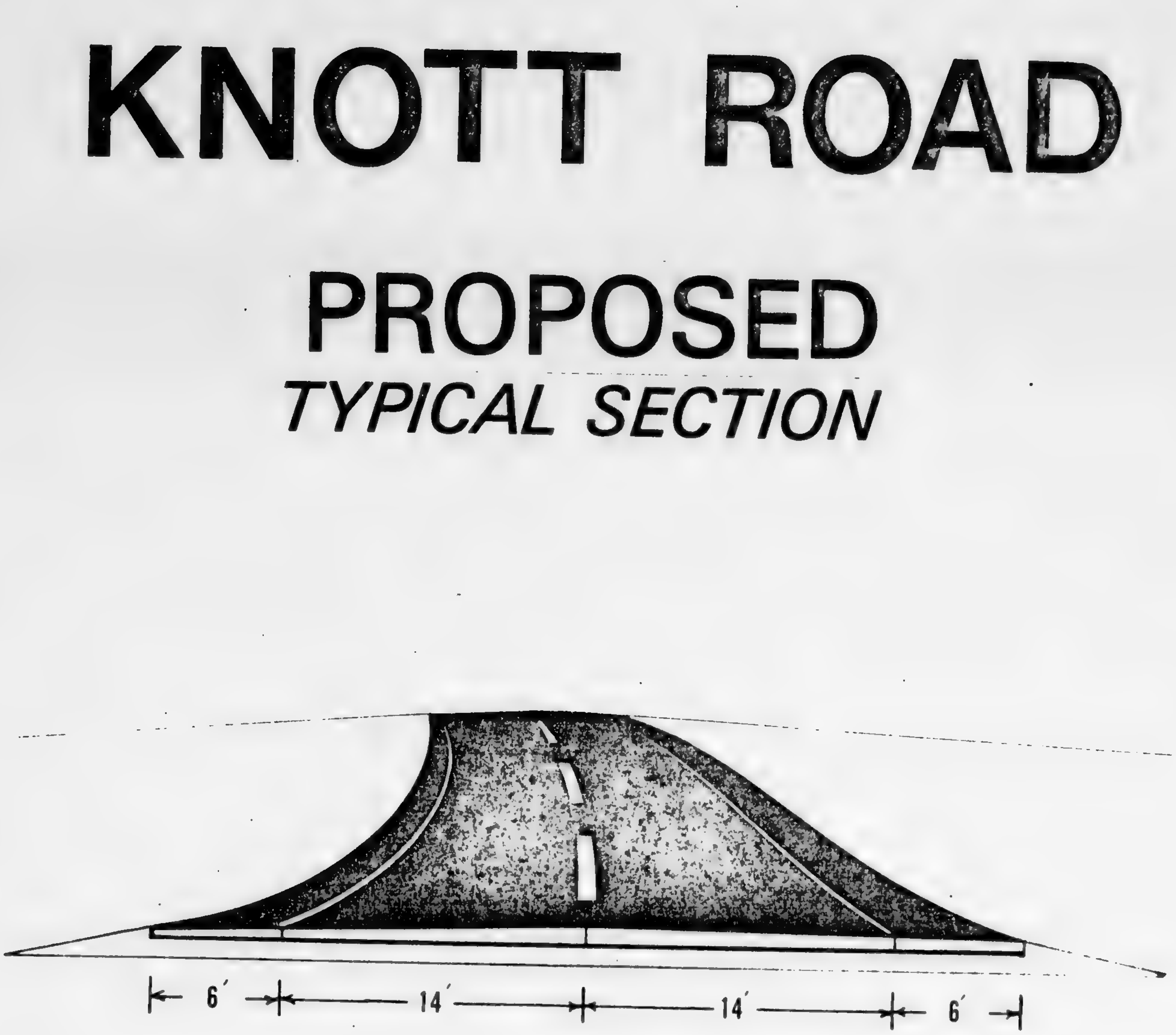
Currently, although there are few accesses onto Knott Road, there is no access limitation. Vehicles currently cross the canal over private land approximately a quarter mile to the west of Knott Road. This private crossing may not be accessible to the public in the future. The primary access is from the property to the west, just south of the canal. There is an existing intersection with the Knott and Tekampe Roads at the south end of the project. The intersection at the north end of the project at the Ferguson Road has been closed due to the collapse of the previous bridge.

The existing traffic volumes are low and few trucks travel this road. The horizontal alignment of the road is basically north-south along a section line. However, in two locations the road deviates from the section line around large basaltic ridges. At the Ferguson Road intersection, Knott Road drops approximately 10 feet to match the grade of Ferguson Road.

FIGURE 2

KNOTT ROAD

PROPOSED
TYPICAL SECTION



The road surface would consist of a 28 foot wide pavement (2-12 foot wide travel lanes and 2-2 foot shy distances) with 6 foot wide cinder shoulders. The south end of Knott Road intersects with Tekampe Road that is proposed to be upgraded to an arterial street. The north end of Knott Road intersects with a collector road. This road will require improvements in the near future.

While access is now unregulated along Knott Road, it will be limited to connecting roads *as the adjacent land is developed.* Individual lot accesses will be prohibited. This will be done through the provisions of the Deschutes County Subdivision Ordinance.

Traffic volumes are difficult to assess at this time. In the last two years, traffic volumes in the Bend area have increased between 60 and 100 percent. It is anticipated that as soon as the road is opened, it will have a traffic volume of between 500 and 1,000 vehicles per day. This will be mostly passenger vehicles with very few trucks.

The horizontal and vertical alignment will be developed to at least a 45 mph design speed according to AASHTO standards. A new bridge is to be constructed across the irrigation canal.

NEED

The need for this project is based on its inclusion in the Bend Area General Plan, which has been accepted, through public input, by the city of Bend and Deschutes County. This comprehensive plan though, is at this time not certified by the Oregon Land Conservation and Development Commission (LCDC).

The completed road would be regarded as an arterial to facilitate traffic movements between the south and east areas of Bend. A significant amount of residential growth is anticipated in these areas; therefore, the traffic network should be improved to accommodate future demands.

The delineation of the Urban Growth Boundary and the status of proposed zoning in this area are not certain at this time. It is possible that changes may be required in the proposed comprehensive plan. This could affect the amount of residential development in the area served by this project.

It must be noted that, while this project alone is not of major significance to the southeast area of Bend, it is part of a general circulation plan. The full benefit of this project then, is to be realized with the completion of other arterial streets in the area in accordance with a certified comprehensive plan.

This alignment crosses the canal at a 45-degree angle. The bridge would be a two-span precast slab structure with a total length of approximately 100 feet. The bridge would be 40 feet wide: the project length, 1.3 miles and the project cost, $250,000. Bridge piers are currently in place, since right-of-way acquisition and some minor construction work preceded the Deschutes County's request for Federal funds.

Under the no-build alternative, this road would receive little use and, depending on the final status of the Urban Growth Boundary, would inhibit residential development in this area.

ALTERNATIVES

As previously noted, Alternative 1 is being advanced for approval and it is the only build alternative evaluated in this negative declaration.

Alternative 1 is the reconstruction of Knott Road along the existing right-of-way. This alternative would not deviate from the existing alignment with the exception of two curves that would be slightly smoothed to increase design speed.

Alternative 2 would have realigned and reconstructed Knott Road along the section line. This would have required additional right-of-way, require greater excavation and would cost more than Alternative 1. The additional expense over the cost of Alternative 1 would not be prudent or feasible.

Alternative 3 would have been the construction of a new eastwest route from Knott Road to Brosterhaus Road. This would have involved a railroad crossing over several tracks, and, like Alternative 2, would have involved an infeasible amount of expense and effort.

Alternative 4, the no-build, would not involve new construction but only routine maintenance of the existing roadway.

ENVIRONMENTAL SETTING

The proposed project is situated on Central Oregon's high lava plateau at an elevation of 3,700 feet. The summit of the Cascade Range is less than 30 miles to the west. Scattered ranges and buttes lie eastward. The project area is relatively flat with scattered lava flows or low basalt ridges breaking the continuity of the landscape. Except for three locations where these basalt ridges break through the landscape, the area is covered by a silty pumice.

Materials for subgrade construction, aggregate base, and paving can be obtained from commercial, state or county-controlled sources. The only major water body in the project area is the irrigation canal which is to be bridged. The natural drainage in the area does not produce any local streambeds or water courses. Most of the land bordering on Knott Road is currently free of development. It presently supports Western Juniper and big-leaf sagebrush. This type of vegetation reflects xeric conditions that exist from Bend eastward. The soil is relatively shallow; average annual precipitation is less than 12 inches. There is very little ground cover such as grasses in the area. The sage vegetation does provide some cover for reptiles and small mammals. There are no known threatened or endangered species in the area.

The population within the Bend urban area is currently around 20,000. It is anticipated that within 10 years this will increase to 30,000. In the quarter mile adjacent to the project on the east and west, there are currently no residences. Under proposed zoning, there could be as many as 2,000 residences within this quarter-mile proximity to the project. It is anticipated that development may occur within the next ten years. Under the proposed zoning, the land between the project and the railroad would be a dense residential area with lot sizes around 6,000 sq. ft. The land east of the project has proposed zoning to allow 1/2-acre parcels. The proposed zoning is based on Bend Area Comprehensive Plan. This plan has been approved by both the Deschutes County Planning Commission, City of Bend Planning Commission, Deschutes County Board of Commissioners and the City of Bend Board of Commissioners. However, this comprehensive plan has not been acknowledged by the LCDC as of this date. There may be some questions as to whether the proposed densities adjacent to the project meet the LCDC statewide goals. The project itself is consistent with the LCDC goals. The need for the traffic from the south to the east portion of the town is included in the Bend Area Comprehensive Plan regardless of the housing density adjacent to the project.

The nearest school is Jewel Elementary approximately 3/4 of a mile west of the proposed project on the other side of the railroad tracks. There are no fire stations, ambulance stations, or hospitals within a mile of the project site. The project would allow easier access to the property for all emergency services and would allow easier access to the schools from the property. There are no historical or archeological sites along the project. Along the project as well as in many areas in Central Oregon, there are several areas with good views of the Cascade Mountain Range to the west. There are no parks or recreation facilities within the project limits.

ENVIRONMENTAL CONSIDERATIONS

The environmental impacts of this project are not of a magnitude to significantly affect the quality of the human environment. The following environmental considerations were examined in order to reach this conclusion.

Natural Environment

Since the project area is quite level and is underlain by thick basalt flows, there are no geologic hazards present. There would not be any waste to be disposed of, and material would be taken from a commercial or existing county or state source.

Natural resoruces in the project area consist of sagebrush, pine, juniper, and grasses. Habitat lost to right-of-way would be negligible. Such habitat, which is occupied by small mammals, rodents, and birds, is available nearby to the south and east of the project area.

There are no natural water courses in the project area and there are no wetlands.

There would be some trees removed, however, the aesthetic impacts would be minor since the number removed would be small, leaving enough trees to provide the same aesthetic benefit.

Cultural Environment

Knott Road lies in an area of high air quality. Auto emissions are not a major problem in this area, and would not become a problem subsequent to construction of this project. Projected traffic volumes would not approach the level needed to significantly affect air quality.*

*SOURCE: Carbon Monoxide Line Source Impact Assessment. A Procedure for Screening Roads and Highways to determine the Potential for Eight-hour Standard violations, prepared by Oregon Department of Transportation, Oregon State Highway Division, Anthony J. George, Jr., April, 1978.

Dust problems would be minimized with the overlay of the existing dirt road. Some dust would be stirred up during construction, but this would not affect any residences or businesses.

Existing noise levels in the immediate project vicinity are low and would increase significantly with increased traffic as a result of construction of this project. These increased noise levels would not, however, affect any residences or businesses, since none exist in the area.

Peak-hour predictions* for 1990 indicate that maximum noise levels would be approximately L_{10} 70 dBA 16 meters from the road centerline. Any future development locating within this range would be impacted by noise levels greater than L_{10} 70 dBA. The most cost-effective means of preventing potential noise impacts is to restrict development to no closer than 16 meters of the road centerline. It is therefore recommended that local zoning specify at least a 16 meter setback for future development in order to avoid future noise impacts.

Since necessary right-of-way was already purchased in anticipation of this project, no new right-of-way will be required. Since there are no residences and no improvements near the road, no adverse impacts have occurred from right-of-way acquisition.

Land use in the immediate vicinity of Knott Road is presently open land (see existing land-use map). Under current zoning (see present zoning map), this land use would continue. The proposed zoning, in contrast, would allow for a substantial amount of residential development adjacent to the project. Development that would occur in what is presently open space would be the result of changes in present zoning (see proposed zoning map) and the

*The assumptions used for this analysis are: 1990 ADT of 6000 vehicles (a maximum volume assuming maximum development), 1990 peak hour of 600 vehicles, 5% trucks and speed of 70 km/h (40 mph).

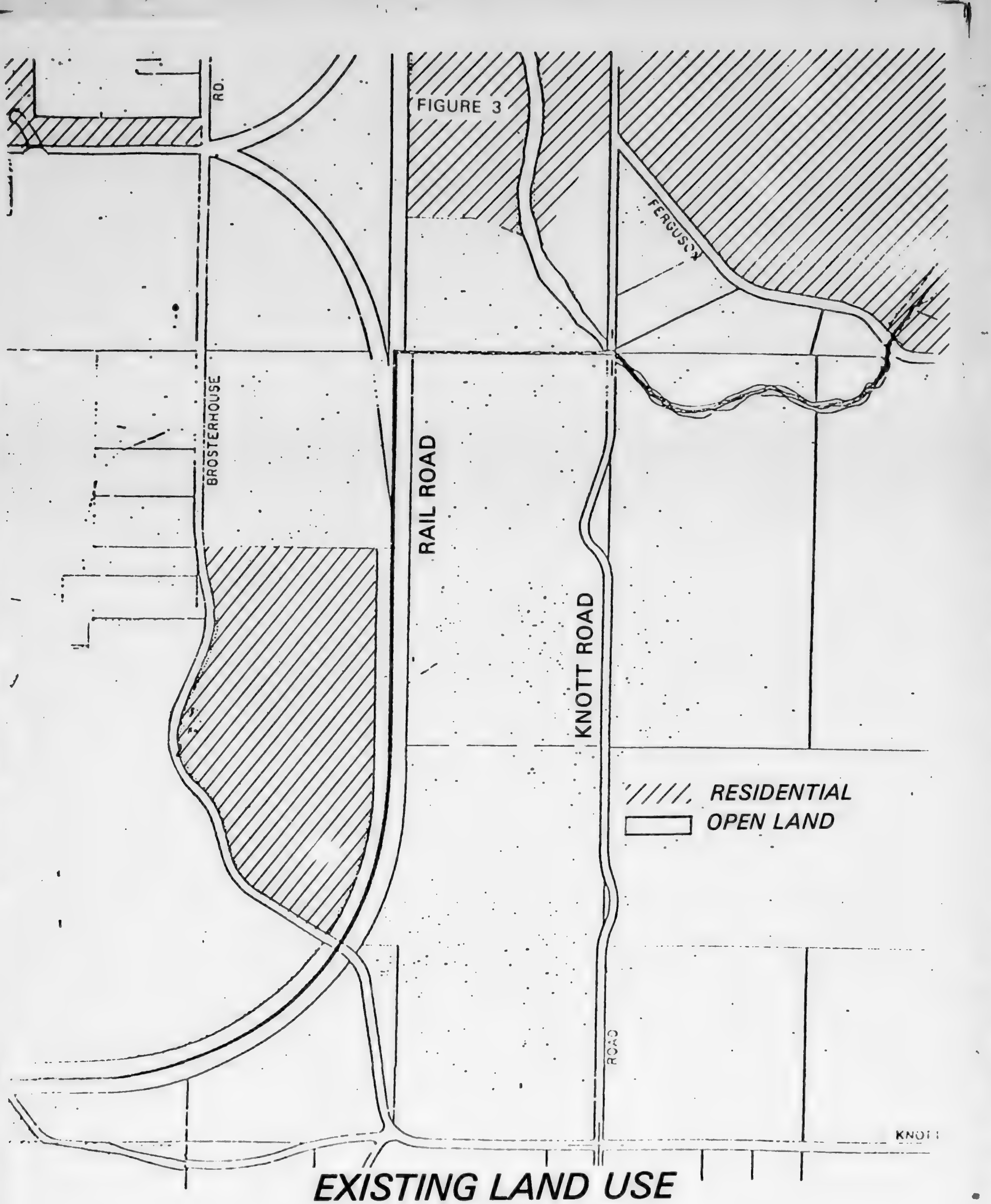
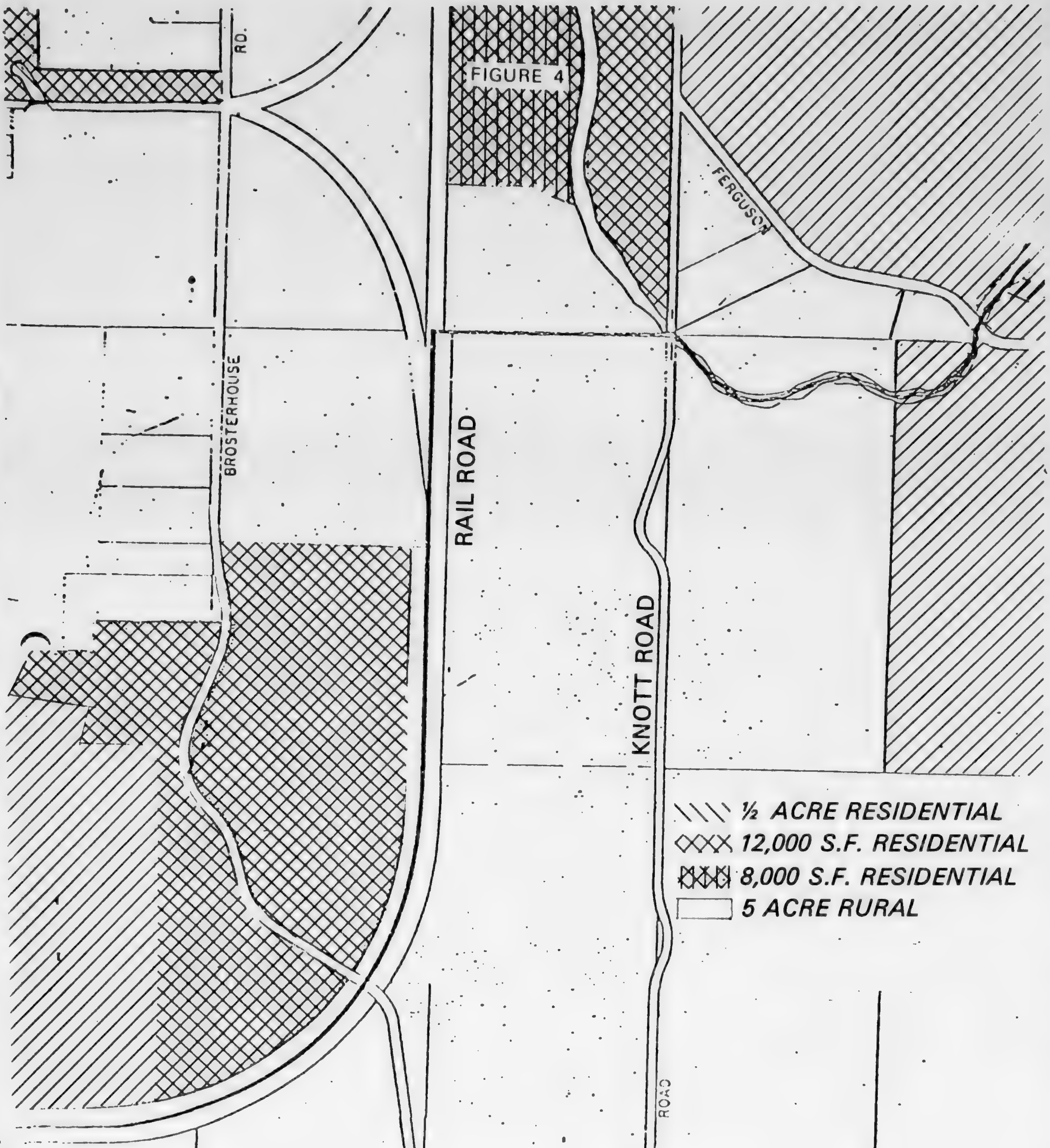

RD.
BROSTERHOUSE
RAIL ROAD
KNOTT ROAD
FERGUSON
ROAD
KNOTT
▨ RESIDENTIAL
☐ OPEN LAND

FIGURE 3

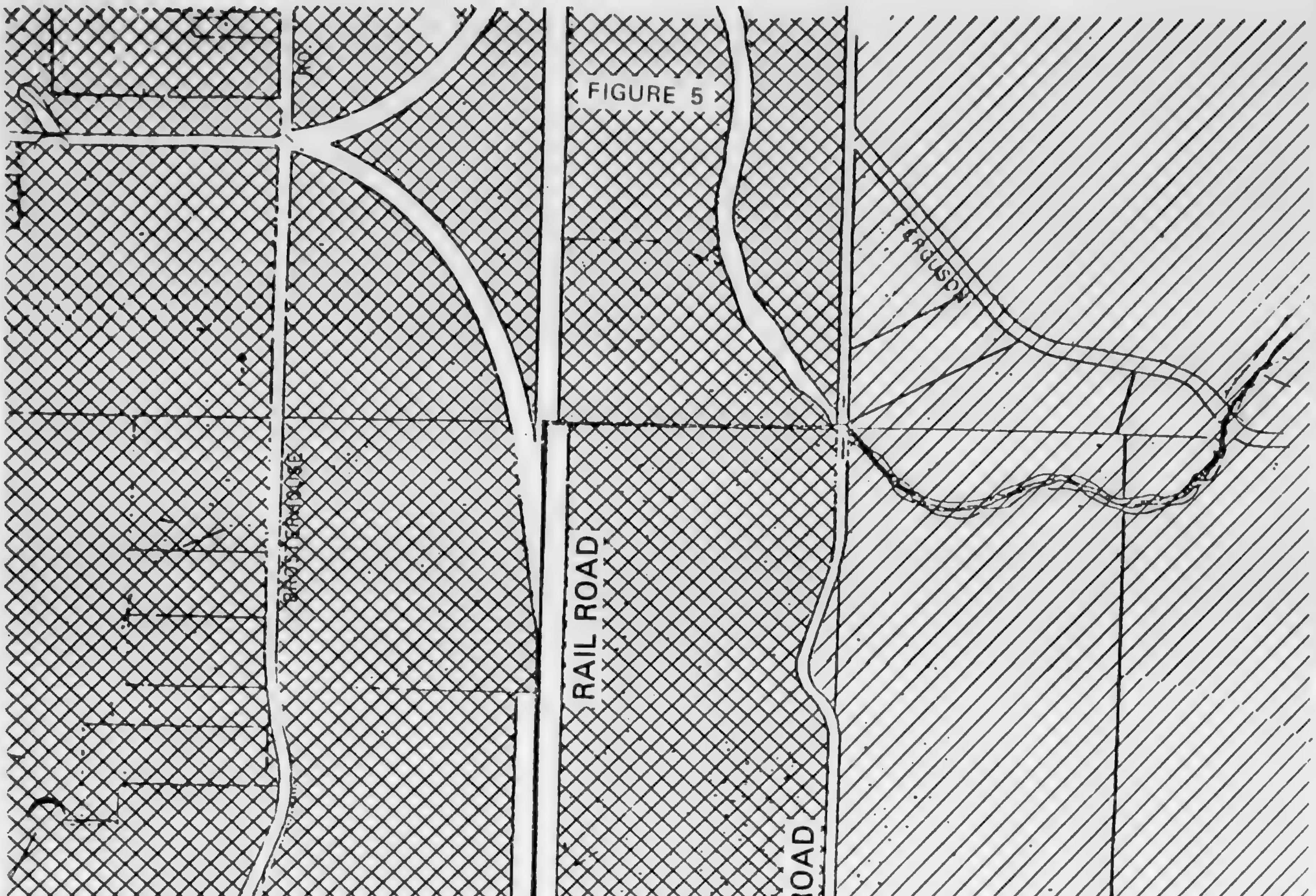
EXISTING LAND USE

FIGURE 4


RD.
FERGUSON
BROSTERHOUSE
RAIL ROAD
KNOTT ROAD
ROAD
KNOTT
½ ACRE RESIDENTIAL
12,000 S.F. RESIDENTIAL
8,000 S.F. RESIDENTIAL
5 ACRE RURAL

PRESENT ZONING

FIGURE 5


RAIL ROAD
KNOTT ROAD
RD.
½ ACRE RESIDENTIAL
8,000 S.F. RESIDENTIAL

PROPOSED ZONING

construction of Knott Road. Although Knott Road is intended to be a regional arterial street, it would serve local residential development as well. Since the status of proposed zoning and the Urban Growth Boundary are uncertain at this point, it must be assumed that the land use effects of this facility, and therefore its function, will be further established when the comprehensive plan is reviewed, modified and approved according to Oregon Statute by the County and LCDC. The scale of the facility will serve the ranges of traffic generated under various density assumptions.

There are no known historic or archeological sites in the immediate project vicinity. Historical and archeological surveys will be done before construction to insure that significant sites will be preserved if uncovered.

Traffic figures for adjacent and nearby streets range from approximately 600 vehicles per day near the south end of the project to about 3,000 vehicles per day near the north end. It may be assumed then, that the completed road would carry an average daily traffic of between 600 and 1000 vehicles.

If the land in the vicinity of the project is developed to the potential allowed by the proposed zoning, approximately 1,000 units could be built in the immediate service area of Knott Road. Assuming an average of 6-8 vehicle trips per day per unit, this could amount to at least 6000 vehicles per day using this road. The life of an oil mat road surface would be shortened under such conditions.

These figures are what could be expected under maximum development; however, due to the uncertainty of proposed zoning and the length of time necessary to develop, the ultimate development could be less dense than the maximum, resulting in less vehicle trip generation.

PUBLIC AND AGENCY INVOLVEMENT

There has been no specific citizens involvement with the selection of this particular project. Citizens groups were involved with the adoption of the comprehensive plan which included the Transportation System of which this project is a part. The decision to do this project at this time was made by the Deschutes County Board of Commissioners. As of this date no objections to this selection has been made.

BASIS FOR NEGATIVE DECLARATION

This action will not displace any residences or businesses and would not affect any known historic or archeological resources. In addition, the proposal will not significantly affect the natural or cultural environment and is not likely to be controversial.

For these reasons, it is the conclusion of the Oregon Department of Transportation that the project constitutes a "major action," as defined in the Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the proposed action will not have a significant effect on the quality of the human environment.

Concurred in by:

Technical Services Engineer

Date

Federal Highway Administration Official

Date

STUDY REPORT

FERGUSON ROAD-TEKAMPE ROAD SECTION
KNOTT ROAD
DESCHUTES COUNTY

The study report considers a segment of Knott Road, a Deschutes County Road, located approximately one mile southeast of the city limits of Bend.

The proposed project would improve a 1.3-mile section of Knott Road between Ferguson Road and Tekampe Road and would serve as an alternate route for northeast-southwest traffic movements that currently utilize the congested area of Bend. It should be noted that the project in itself does not have a major significance; however, it is an important part of the Bend area circulation plan.

The present road was established in 1913 and has a gravel surface averaging 18 to 22 feet in width. The collapse of the bridge over the Central Oregon Irrigation District canal in 1970 blocked usage of the road; however, some traffic does cross the canal by detouring to a bridge on private property.

Two alternates , build and no-build, have been considered for the roadway improvement. Two additional build alternates were considered in the preliminary study process and were deemed neither prudent nor feasible and have been rejected for further consideration.

The build alternate would consist of a 40-foot wide all-weather road within the existing 80-foot right of way and a new concrete bridge across the irrigation canal. The 40-foot roadway would have 28 feet of

Date 7-15-75

paved surface, 6 feet of cinder surface on each side of the pavement. The roadway would probably be striped as 12-foot travel lanes and 8-foot shoulders. The roadway would have a design speed of 45 mph with access limited to public road connections.

Following are some of the environmental impacts associated with the project; further details on the impacts are set forth in the Negative Declaration for the project.

1. Traffic circulation patterns would be improved.
2. Access to the area would be enhanced by addition of an alternate route.
3. Dust pollution would decrease.
4. Faunal habitat would be lost to road construction; however, the impact would be minimized by seeding roadside cuts and fills.
5. Present land uses could be impacted as there are pressures exerted from subdivision developers.
6. Impacts on the human environment would be very minor.

Prior citizens involvement has been limited to the input on the area's comprehensive plan which includes the project. The public was also offered the opportunity for a public hearing, with no requests being received.

Considering that the environmental impacts can be mitigated along with the lack of adverse input, it is recommended that the project, as outlined, be approved for the location and design of the Ferguson Road-Tekampe Road Section of Knott Road, a Deschutes County Road.

DB:mc
9/12/78
Attachments: Plan and profile

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
3-8 Incl	Plan & Profile

Temporary Protection And Direction Of Traffic To Be Written In The Specifications.

Bridge Plans Not Included

STATE OF

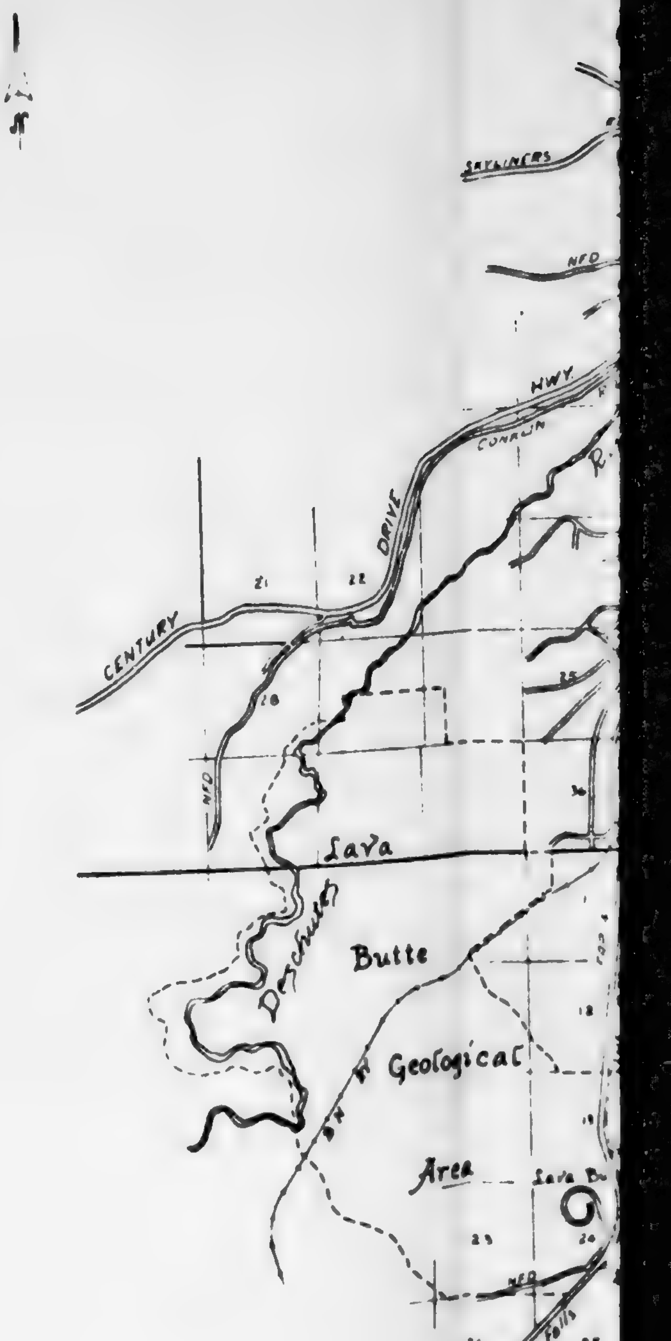
STATE HIGHW

PLANS FOR PRO

FERGUSON RD. - T

COUNTY ROAD

DESCHUTE


SKYLINERS
NFD
HWY.
CONKLIN
DRIVE
CENTURY
21
22
28
NFD
Lava
Deschutes
Butte
Geological
Area
Lava Bu
18
23
26
25
NFD
To Klamath Falls

FERGUSON RD. ~ TEKAMPE RD. SEC. COUNTY ROAD (KNOTT RD.) DESCHUTES COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

OS

F OREGON

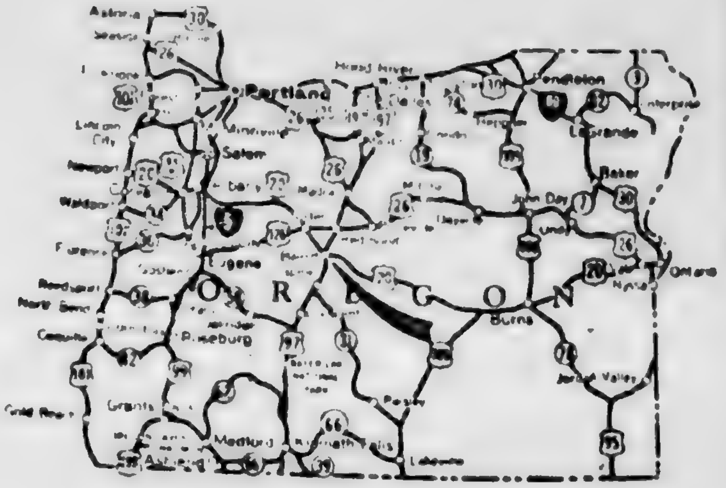
WAY DIVISION

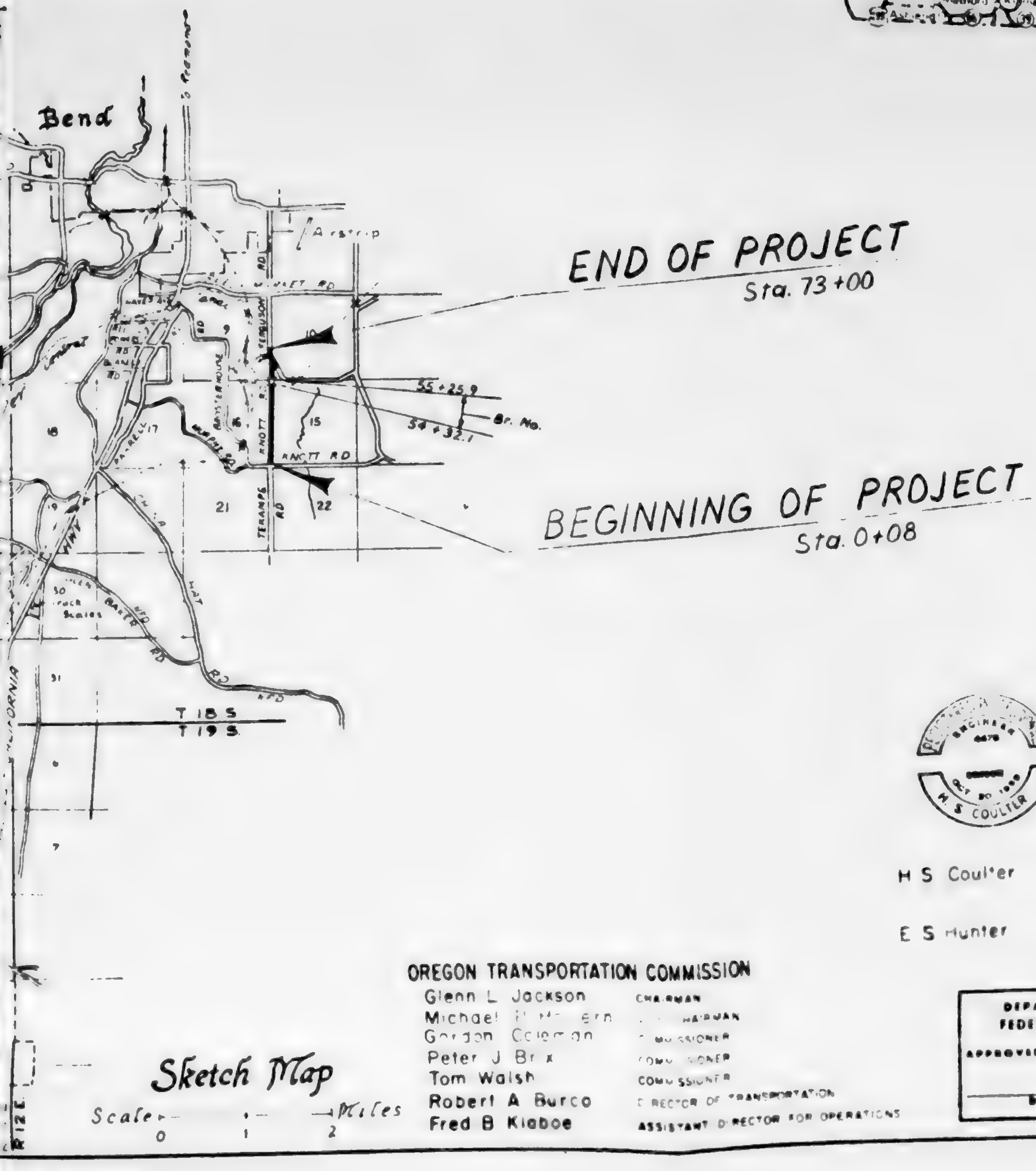
ROPOSED PROJECT

TEKAMPE RD. SEC.

D (KNOTT RD.)

TES COUNTY


Astoria
Seaside
Portland
Hood River
Pendleton
La Grande
Baker
Salem
Lincoln City
Newport
Waldport
Florence
Eugene
John Day
Ontario
Reedsport
North Bend
Coquille
Roseburg
Burns
Grants Pass
Medford
Klamath Falls
Lakeview
Jordan Valley
O R E G O N


Bend
Airstrip
FERGUSON RD
KNOTT RD
TEKAMPE RD
BILLY WILLIAMS RD?
MURPHY RD
55+25.9
54+32.1
Br. No.
END OF PROJECT
Sta. 73+00
BEGINNING OF PROJECT
Sta. 0+08
9
10
15
16
17
18
19
21
22
30
31
Truck Scales
T 18 S
T 19 S
R 12 E
Scale
0
1
2
Miles

Sketch Map

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L Jackson	CHAIRMAN
Michael P Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A Burco	DIRECTOR OF TRANSPORTATION
Fred B Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

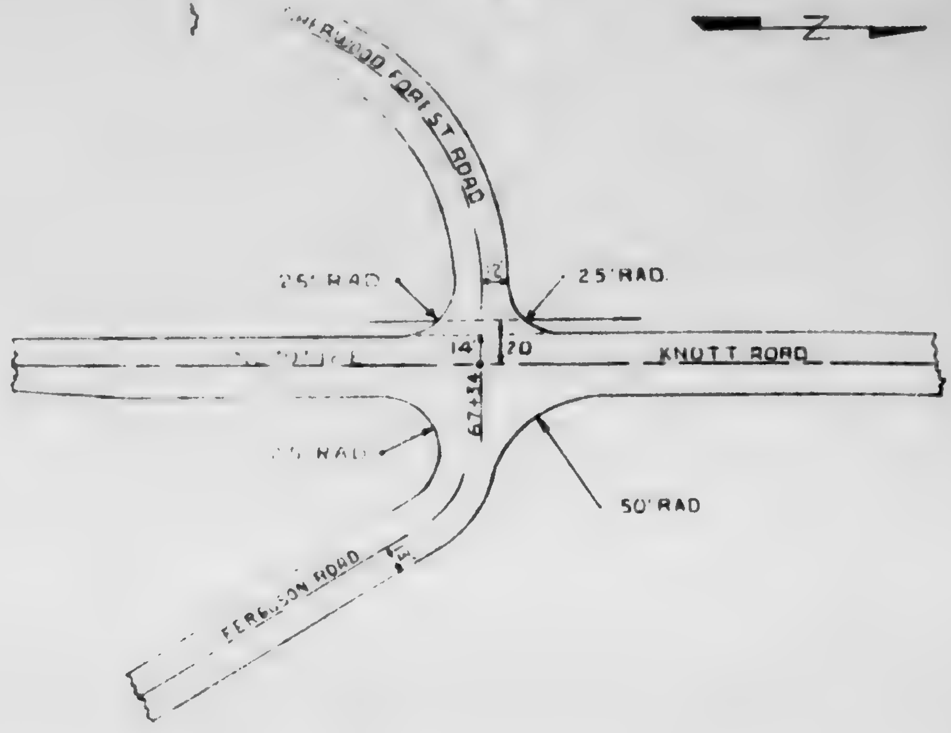
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

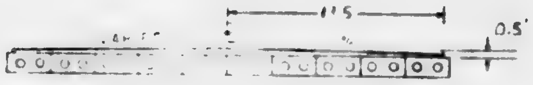
TYPICAL

Oil Mat Wearing
Type 0-11 Nom. Th
Except
Asph. Conc. Wear
Class 'C' Mix, No
40' Width



SHERWOOD FOREST ROAD
25' RAD.
25' RAD.
14'
20
KNOTT ROAD
67+14
25' RAD.
50' RAD.
FERGUSON ROAD

INTERSECTION DETAIL



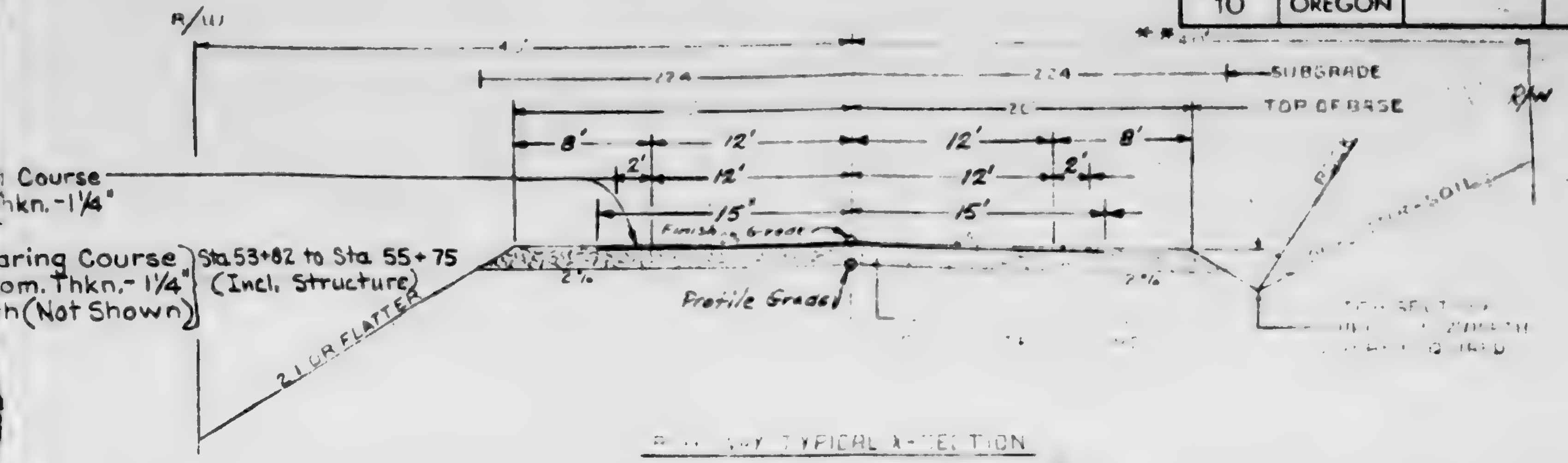
TYPICAL
HALF SECTION
KNOTT BRIDGE

ITEM NO.	DESCRIPTION
1.	Mobilization
2.	Temporary Protection & Direction of Traffic
3.	Water
4.	Clearing & Grubbing
5.	Roadway Excavation
6.	Roadway Embankment
7.	Install Culvert Pipe 12"
8.	Install Culvert Pipe 18"
9.	Cinder Aggregate Base
10.	1/2" to 1/4" Aggregate in Prime Coat
11.	MC-250 Asphalt in Prime Coat
12.	Class C Asphalt Concrete
13.	Aggregate in Asphalt Macadam
14.	AR-2000 Asphalt in Asphalt Macadam
15.	Complete Bridge

L SECTIONS

FERGUSON RD. ~ TEKAMPE RD. SEC. COUNTY ROAD (KNOTT RD.) DESCHUTES COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

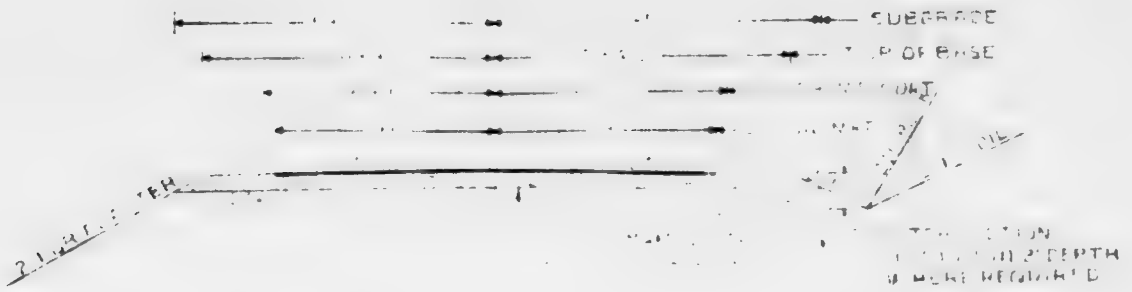
** Sta. 55+00 To Sta 57+00, Var.
57+00 To 68+00, 30'



R/W
SUBGRADE
TOP OF BASE
8'
12'
12'
8'
2'
12'
12'
2'
15'
15'
Finishing Grade
2%
2%
Profile Grade
2:1 OR FLATTER
R/W
Course
Thkn.-1¼"
aring Course
om. Thkn.- 1¼"
th (Not Shown)
Sta 53+82 to Sta 55+75 (Incl. Structure)
SOIL

TYPICAL X-SECTION

STA 0+08 To STA. 54+32
54+32 To 55+259 (STRUCTURE)
55+259 To 73+00



SUBGRADE
TOP OF BASE
2:1 OR FLATTER
DEPTH
WHERE REQUIRED

LEFT AND RIGHT
LEFT
LEFT
ROAD APPROACHES, MATCH EXTG. WIDTH

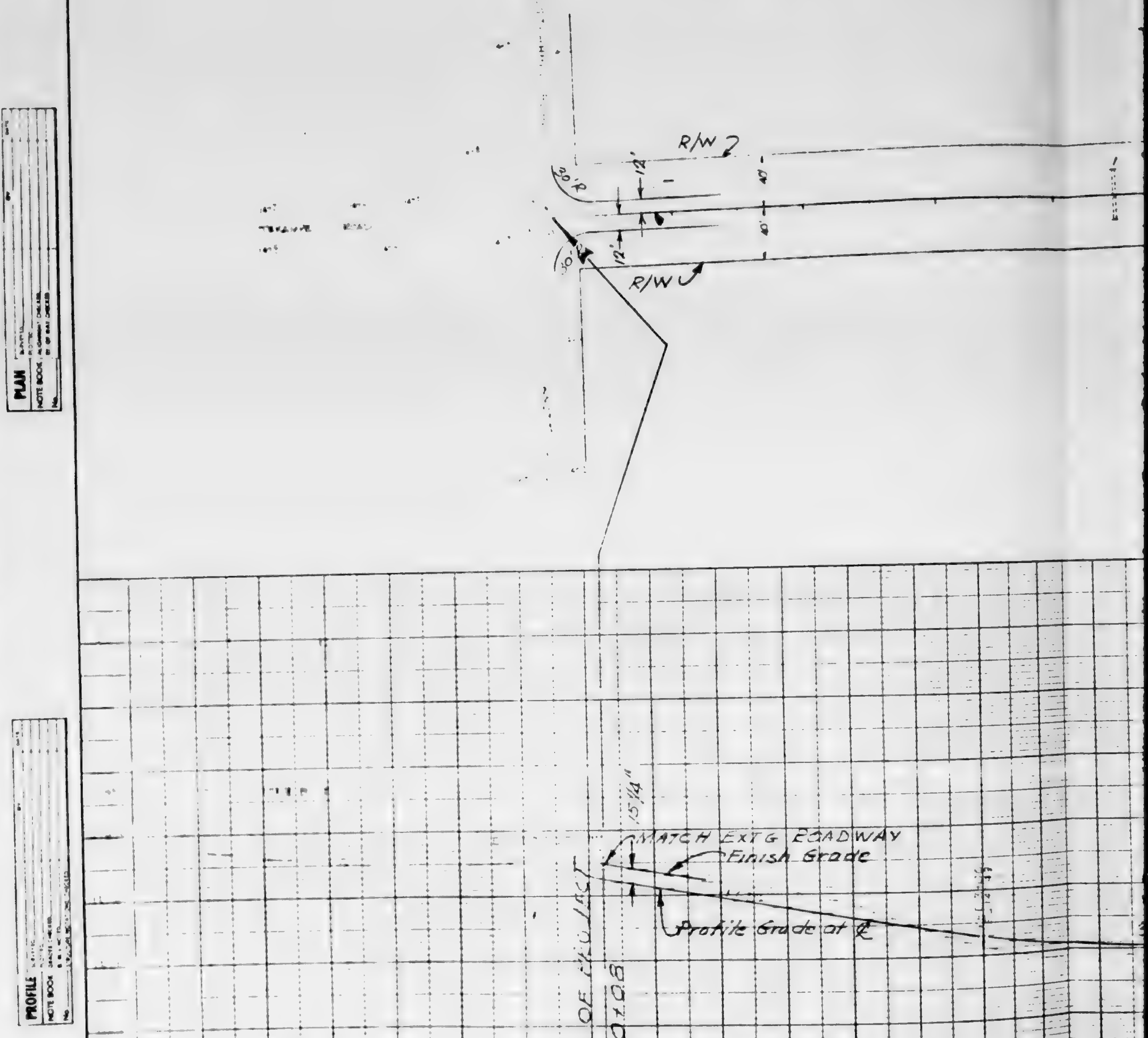
TYPICAL ROAD APPR. X SECTION

QUANTITY
Lump Sum
Lump Sum
200 M Gal
Lump Sum
10,500 c.y.
11,000 C.Y.
40 L.F.
210 L.F.
18,000 C.Y.
260 C.Y.
49 Ton
140 Ton
1,180 C.Y.
111
Lump Sum

1-16

DATE | SCALE AS SHOWN
APPROVED BY | DESIGNED

PIPE DA:
CULVERT PIPE FURNISHED SHALL BE CORRUGATE
(ANNULAR OR HELICAL) METAL (ALUMINUM 0.060
GALV. IRON OR STEEL, .064" THKN.) UNCOAT
SLOPED ENDS.


R/W
12'
40'
30' R
40'
12'
30' R
R/W
PLAN
NOTE BOOK
No.
MATCH EXTG ROADWAY
15 1/4"
Finish Grade
Profile Grade at ℄
℄ BEGINNING OF PROJECT
STA. 0+08
Exc. 840
-5+0
-1+0
0+0
PROFILE
NOTE BOOK
No.
U.S. PLATE

CORRUGATED 2 2/3" X 1/2"
INUM 0.060" THKN. OR
) UNCOATED W/ 2:1

FERGUSON RD.~ TEKAMPE RD. SEC. COUNTY ROAD (KNOTT RD.) DESCHUTES COUNTY				SHEET No. 3
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			see Index

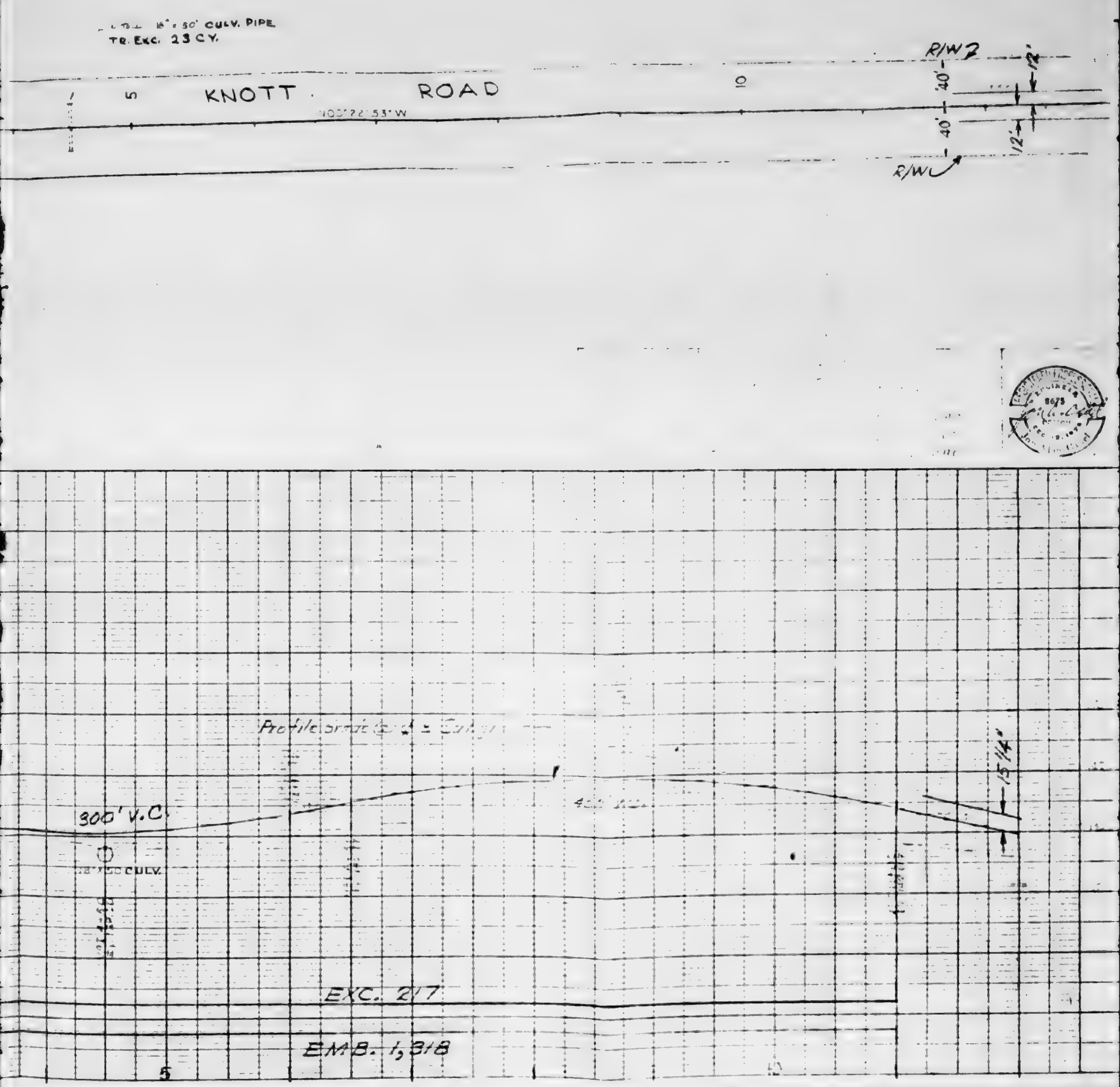
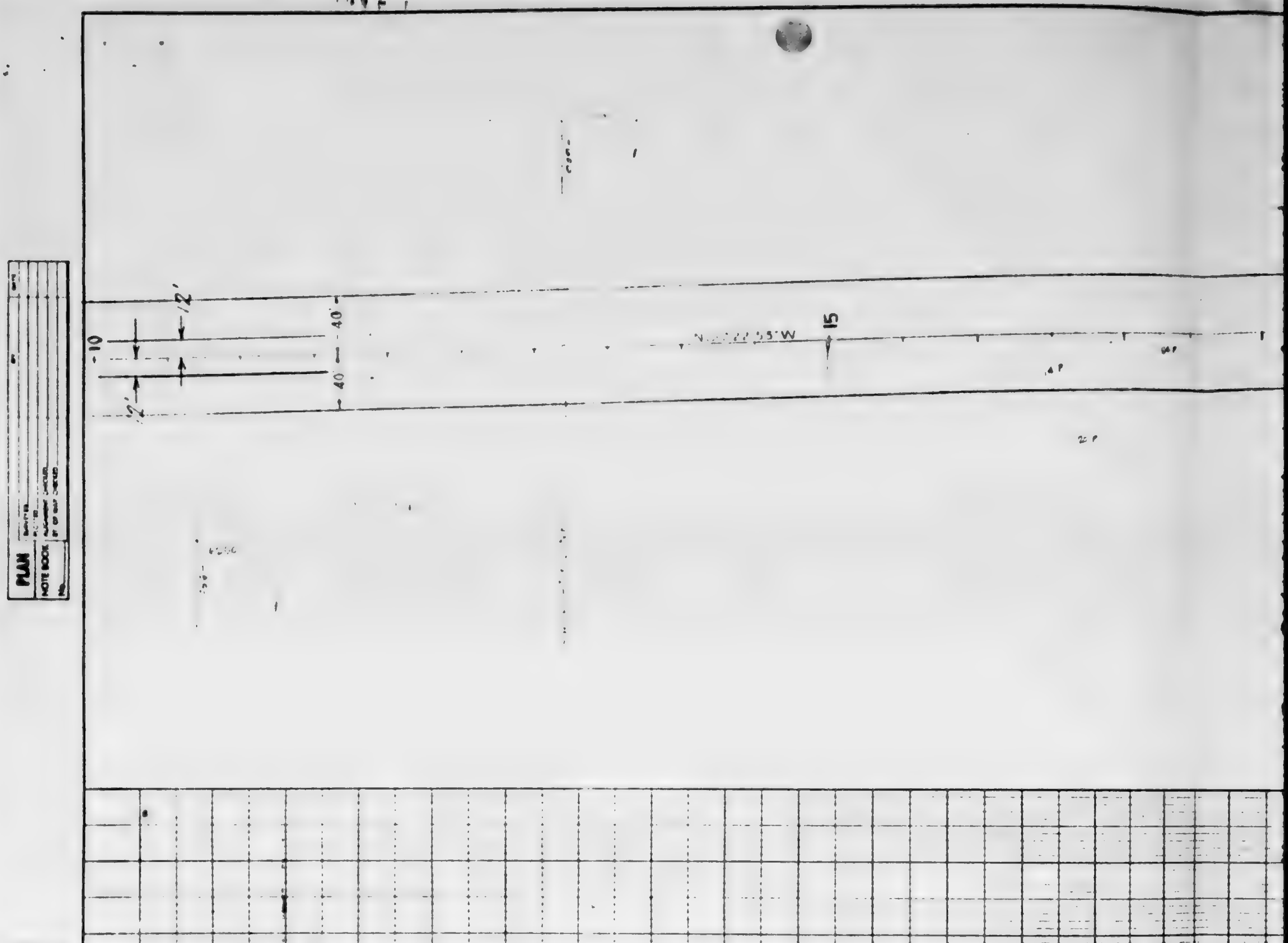
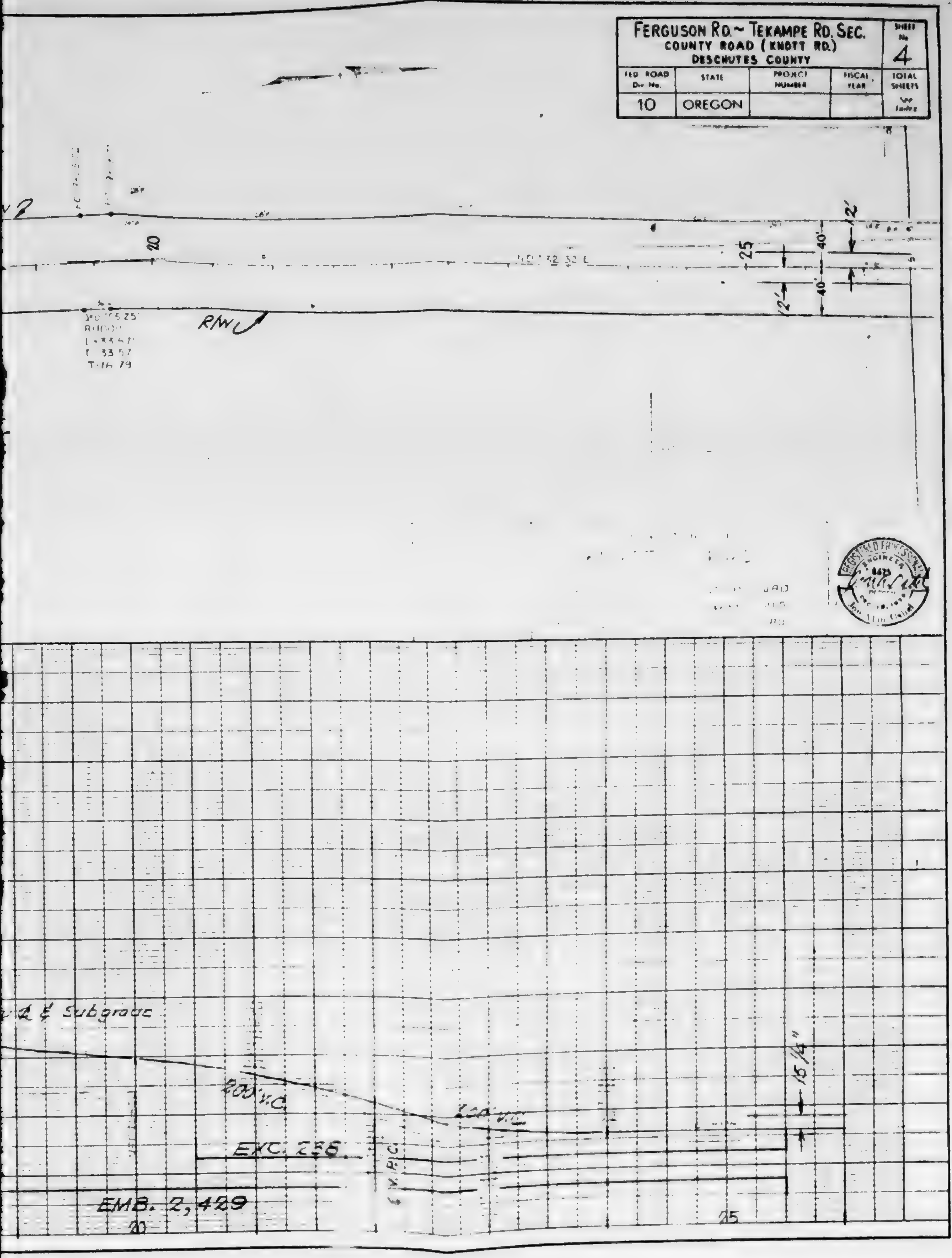

16" x 50' CULV. PIPE
TR. EXC. 23 C.Y.
5
KNOTT ROAD
N05°22'53"W
10
R/W
40'
40'
12'
12'
R/W
Profile grade = Subgrade
300' V.C.
18" x 50 CULV.
400' V.C.
15 1/4"
EXC. 217
EMB. 1,318
5

PLATE 1. PLAN PROFILE


PLAN
NOTE BOOK
PROFILE
NOTE BOOK
10
12'
40
40
12'
15
300' V.C.
Finish Grade
15.14'
Profile
EXC. 1314
EMB. 453
15

FERGUSON RD.~ TEKAMPE RD. SEC. COUNTY ROAD (KNOTT RD.) DESCHUTES COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


R/W
20
25
12'
40'
40'
12'
R=1000
L=33.57
T=16.79
R/W
℄ Subgrade
200' V.C.
100' V.C.
EXC. 256
EMB. 2,429
15 ¼"
V.P.C.
20
25

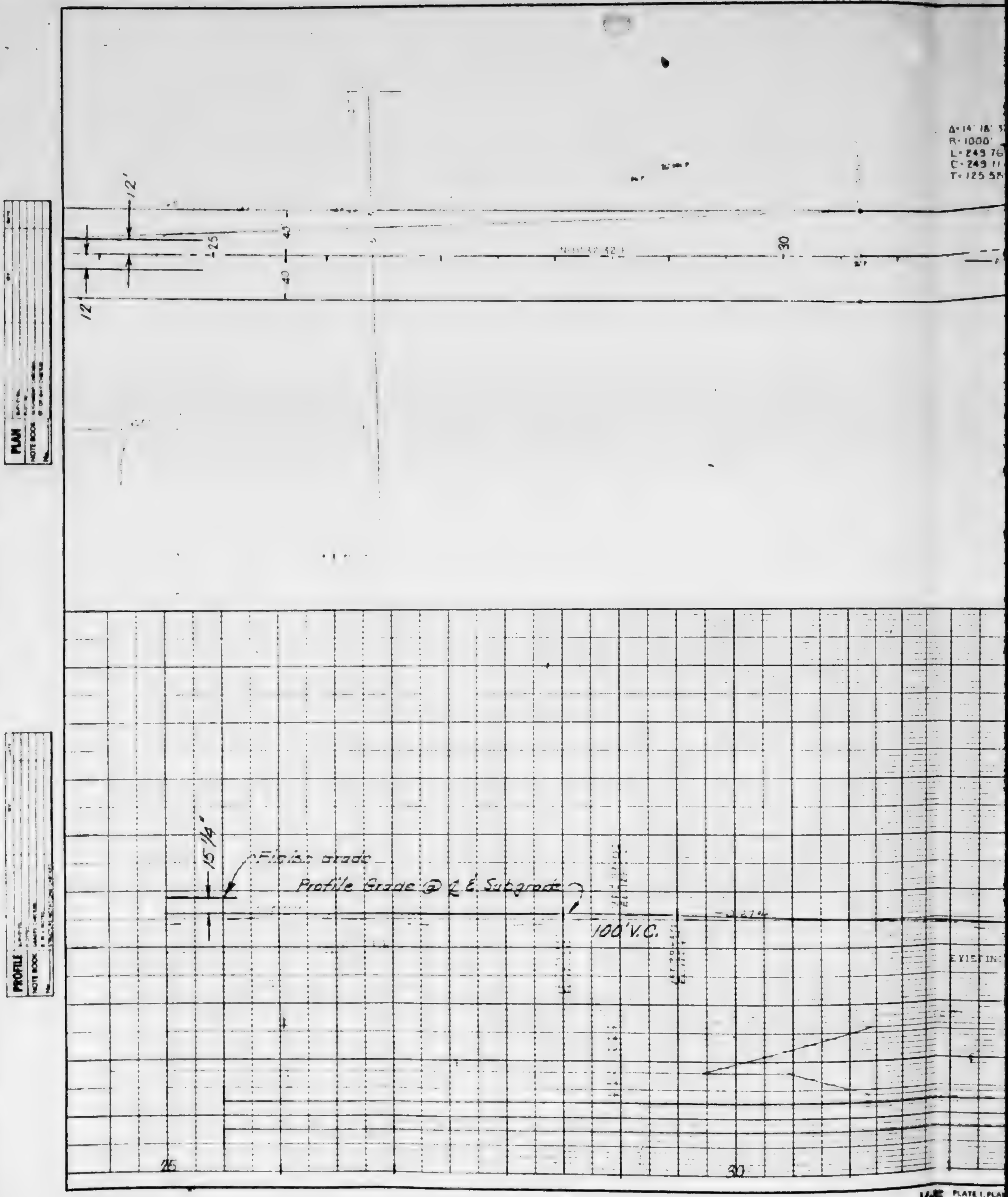
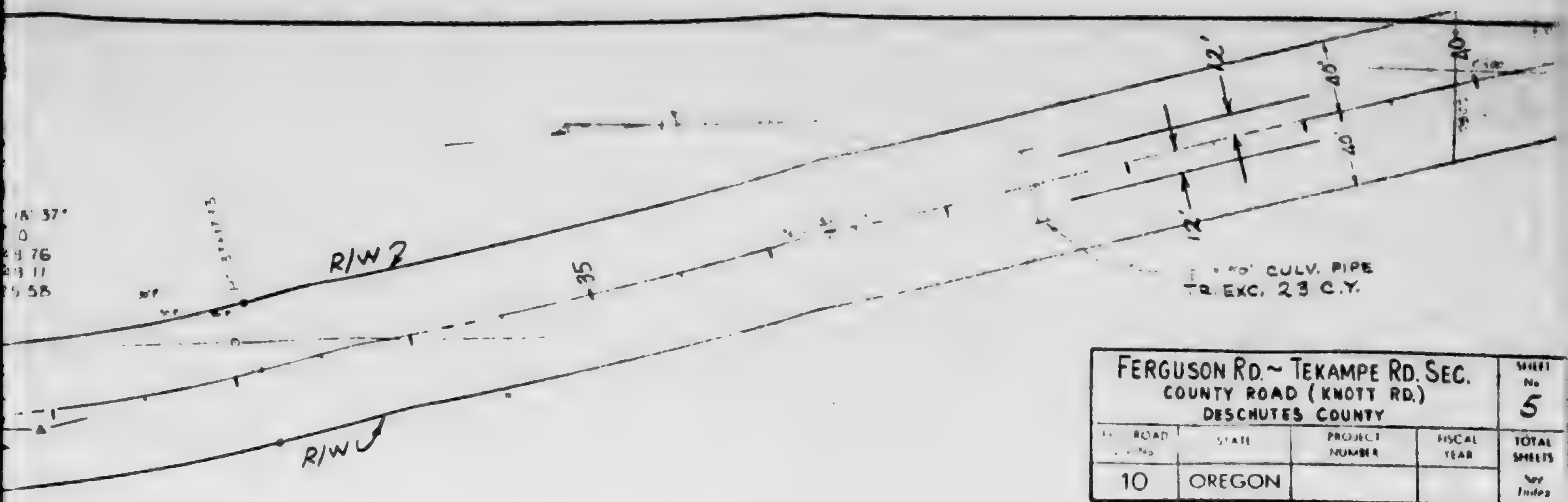
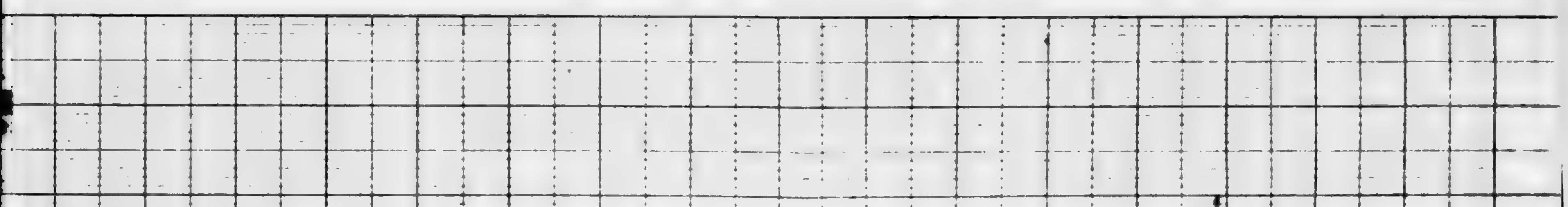

PLAN
NOTE BOOK
12'
12
25
40
40
30
Δ=14° 18' 3
R=1000'
L=249.76
C=249.11
T=125.58
PROFILE
NOTE BOOK
15 1/4"
Finish grade
Profile Grade @ ℄ E. Subgrade
100' V.C.
EXISTIN
25
30

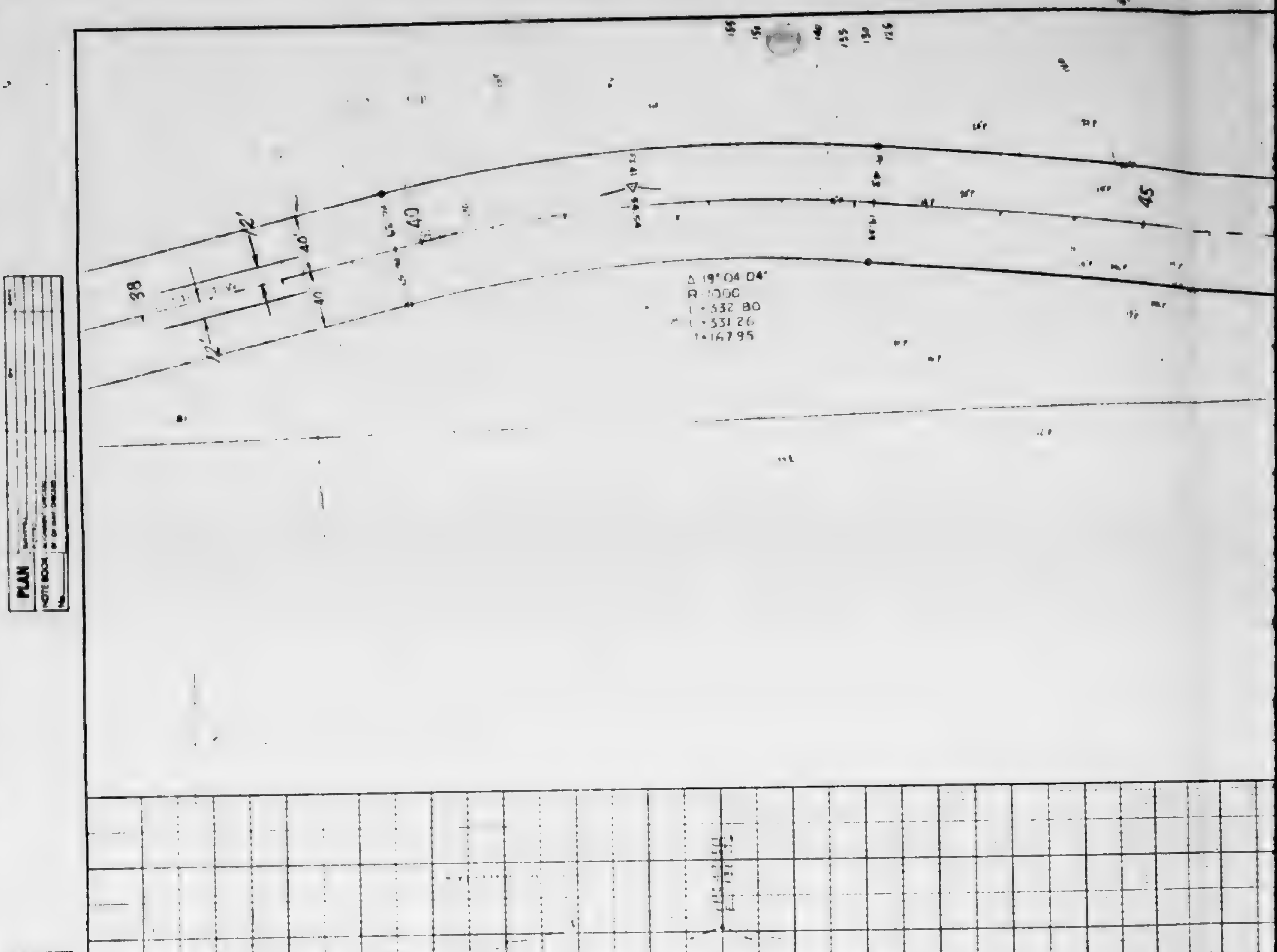
PLATE 1, PLA


R/W
R/W
35
12'
12'
40'
40'
20'
CULV. PIPE
TR. EXC. 23 C.Y.

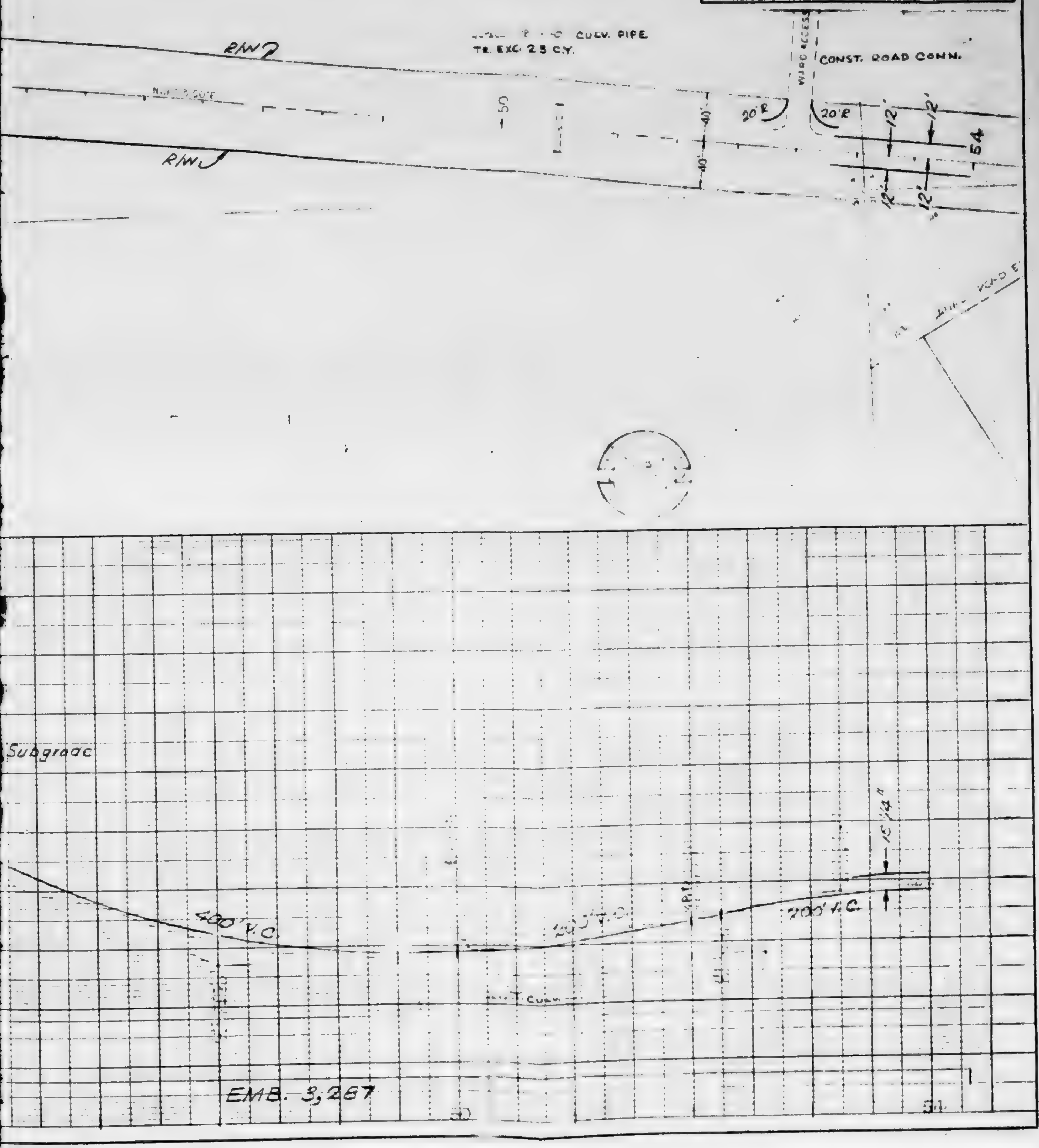
FERGUSON RD. ~ TEKAMPE RD. SEC. COUNTY ROAD (KNOTT RD.) DESCHUTES COUNTY				SHEET No. 5
ROAD	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


15'/4"
250' V.C.
CULV.
EXC. 246
EMB. 1,293
35
40

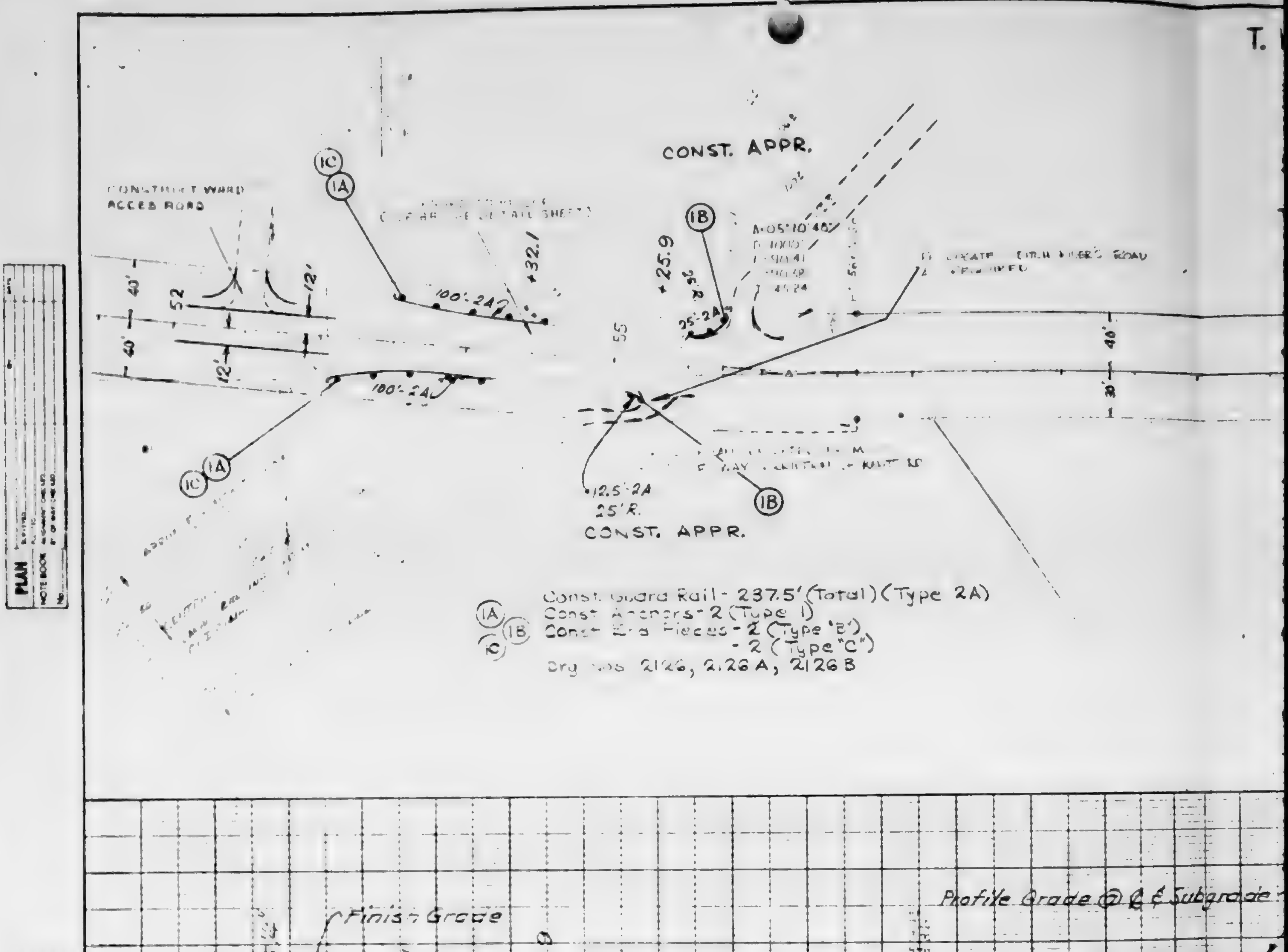
1. PLAN PROFILE


PLAN
NOTE BOOK
PROFILE
NOTE BOOK
38
40
45
12'
40'
40'
12'
Δ 19° 04' 04"
R=1000
L=532.80
L=531.26
T=167.95
15 1/4"
Finish Grade
600' V.C.
Profile Grade @ ℄
EXC. 3,490
39
40
45
PLATE

FERGUSON RD.~ TEKAMPE RD. SEC. COUNTY ROAD (KNOTT RD.) DESCHUTES COUNTY				SHEET No. 6
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


R/W
R/W
CULV. PIPE
TR. EXC. 23 C.Y.
WARD ACCESS
CONST. ROAD CONN.
20'R
20'R
40'
40'
12'
12'
12'
12'
50
54
Subgrade
400' V.C.
200' V.C.
200' V.C.
15 1/4"
CULV.
EMB. 3,287
50
54

1E 1 PLAN PROFILE


T.
CONST. APPR.
CONSTRUCT WARD ACCESS ROAD
1C
1A
+32.1
100'-2A
40'
52
12'
40'
12'
100'-2A
1C
1A
55
1B
+25.9
25' R
25'-2A
Δ=05°10'40"
40'
30'
12.5'-2A
25'R.
CONST. APPR.
1B
PLAN
NOTE BOOK
No.
PROFILE
NOTE BOOK
No.
Finish Grade
+25.9
200' V.C.
Profile Grade @ ℄ & Subgrade
EMB. 6
53
55
60

Const. Guard Rail - 237.5' (Total) (Type 2A)

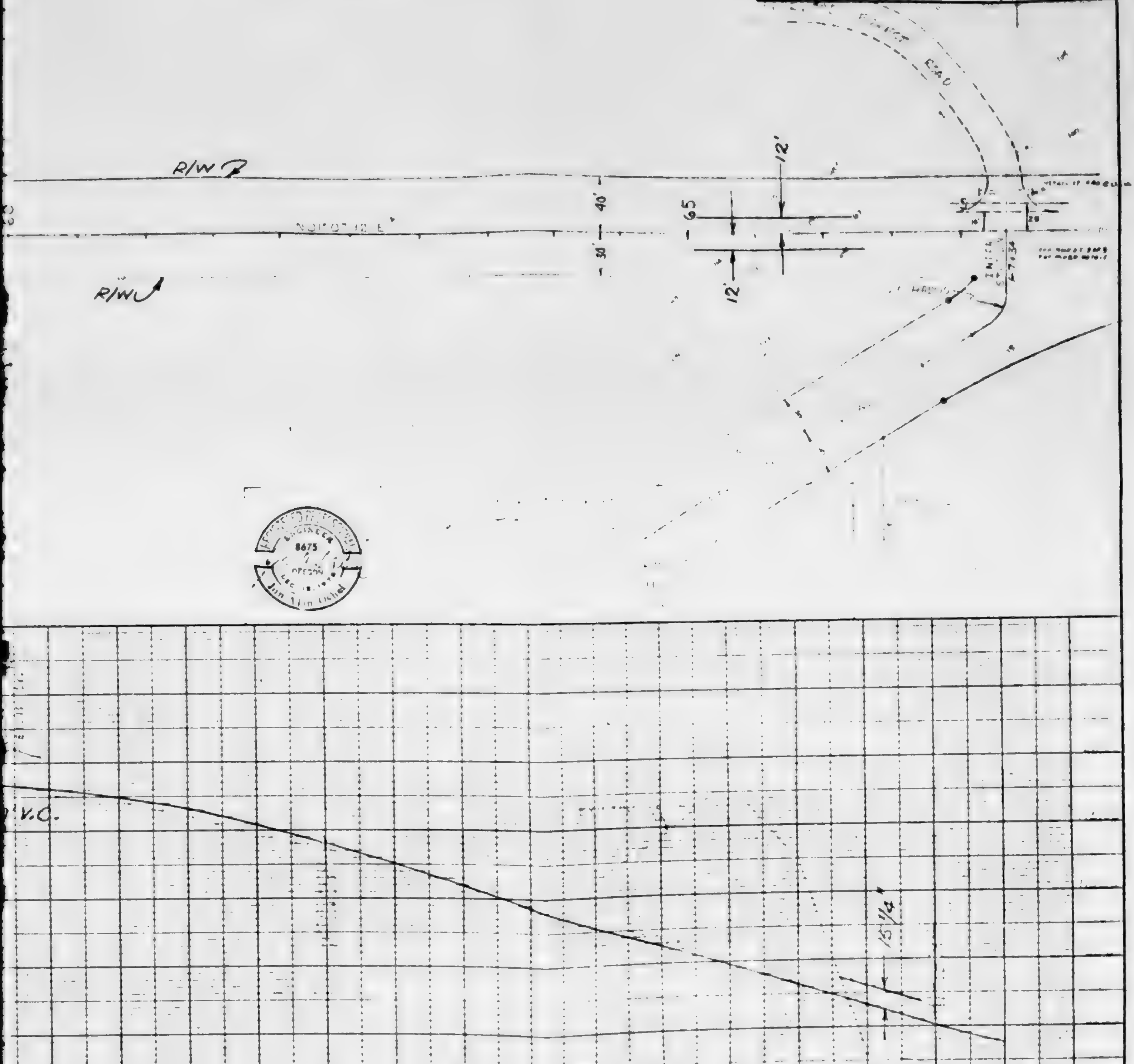
Ⓐ Const. Anchors - 2 (Type 1)

Ⓑ Ⓒ Const. End Pieces - 2 (Type "B")
- 2 (Type "C")

Drg. Nos. 2126, 2126 A, 2126 B

, R. 12 E., W. M.

FERGUSON RD. ~ TEKAMPE RD. SEC. COUNTY ROAD (KNOTT RD.) DESCHUTES COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



R/W
R/W
40'
30'
12'
12'
65
8675
OREGON
V.C.
15 1/4
EXC. 2,974
EMB 817
35
38

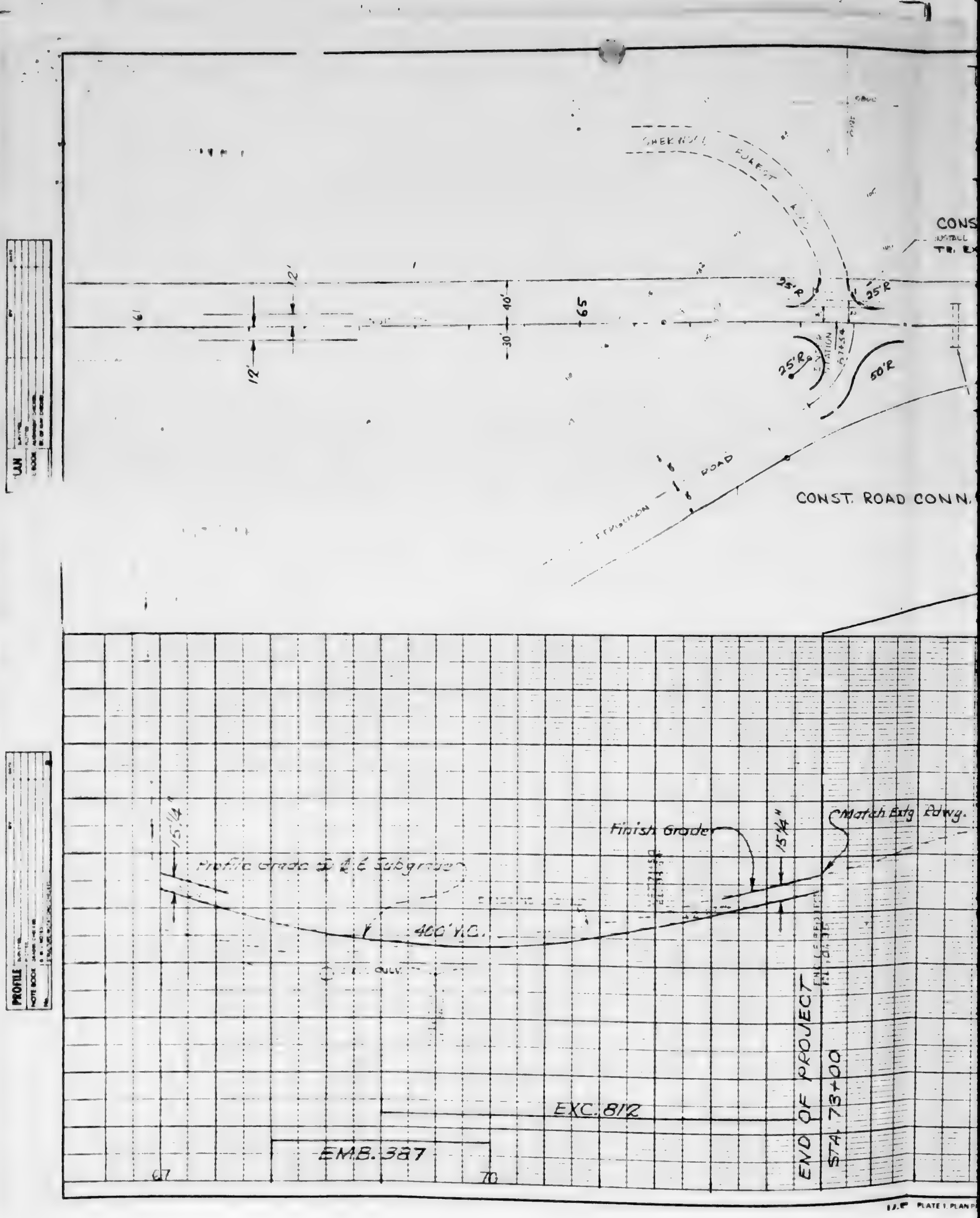
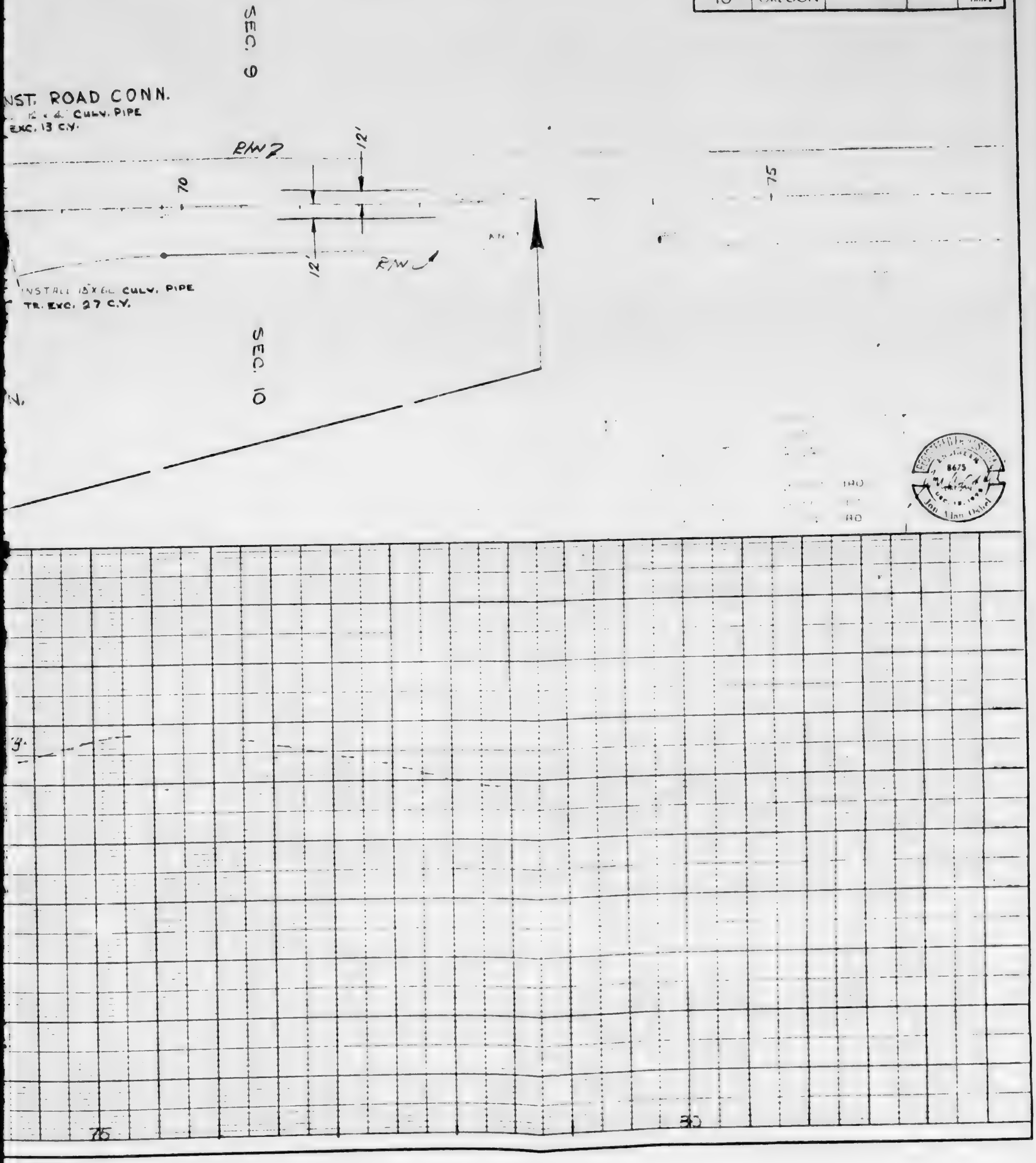

PLAN
SHERWOOD FOREST
CONS
INSTALL
TR. EX
12'
61
40'
30'
65
12'
25'R
25'R
25'R
50'R
STATION 57+54
ROAD
CONST. ROAD CONN.
PROFILE
15¼"
Profile Grade ℄ & Subgrade
Finish Grade
15¼"
Match Extg. Rdwg.
Existing Ground
400' V.C.
CULV.
END OF PROJECT
STA. 73+00
EXC. 812
EMB. 387
67
70

PLATE 1. PLAN P

FERGUSON RD. ~ TEKAMPE RD. SEC. COUNTY ROAD (KNOTT RD.) DESCHUTES COUNTY				SHEET No. 8
ROAD No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

T. 18 S., R. 12 E., W. M.


SEC. 9
NST. ROAD CONN.
12" x 6' CULV. PIPE
EXC. 13 C.Y.
R/W
12'
70
75
12'
R/W
INSTALL 15"x 6L CULV. PIPE
TR. EXC. 27 C.Y.
SEC. 10
N.
100
80
75
80

8675
Jon Alan Oshel

1 PLAN PROFILE

FERGUSON RD.~ TEKAMPE RD. SEC. COUNTY ROAD (KNOTT RD.) DESCHUTES COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

OS

E OF OREGON

GHWAY DIVISION

)R PROPOSED PROJECT

PRELIMINARY COPY
AUG 15 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

). - TEKAMPE RD. SEC.

ROAD (KNOTT RD.)

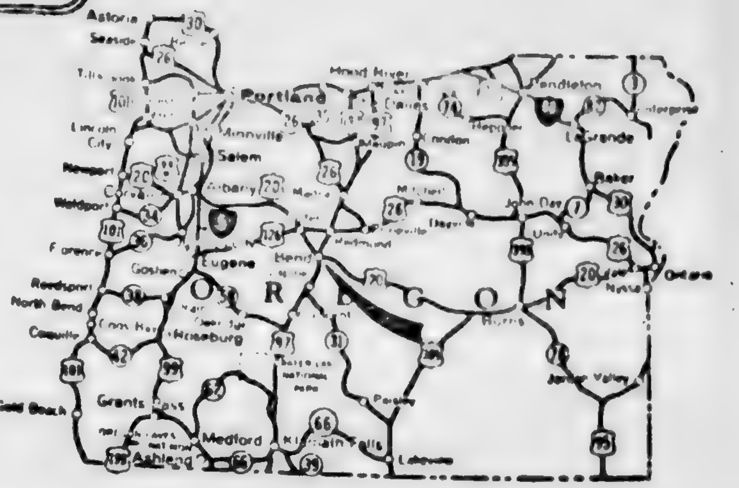
SCHUTES COUNTY

APPROVED aug 29 1978

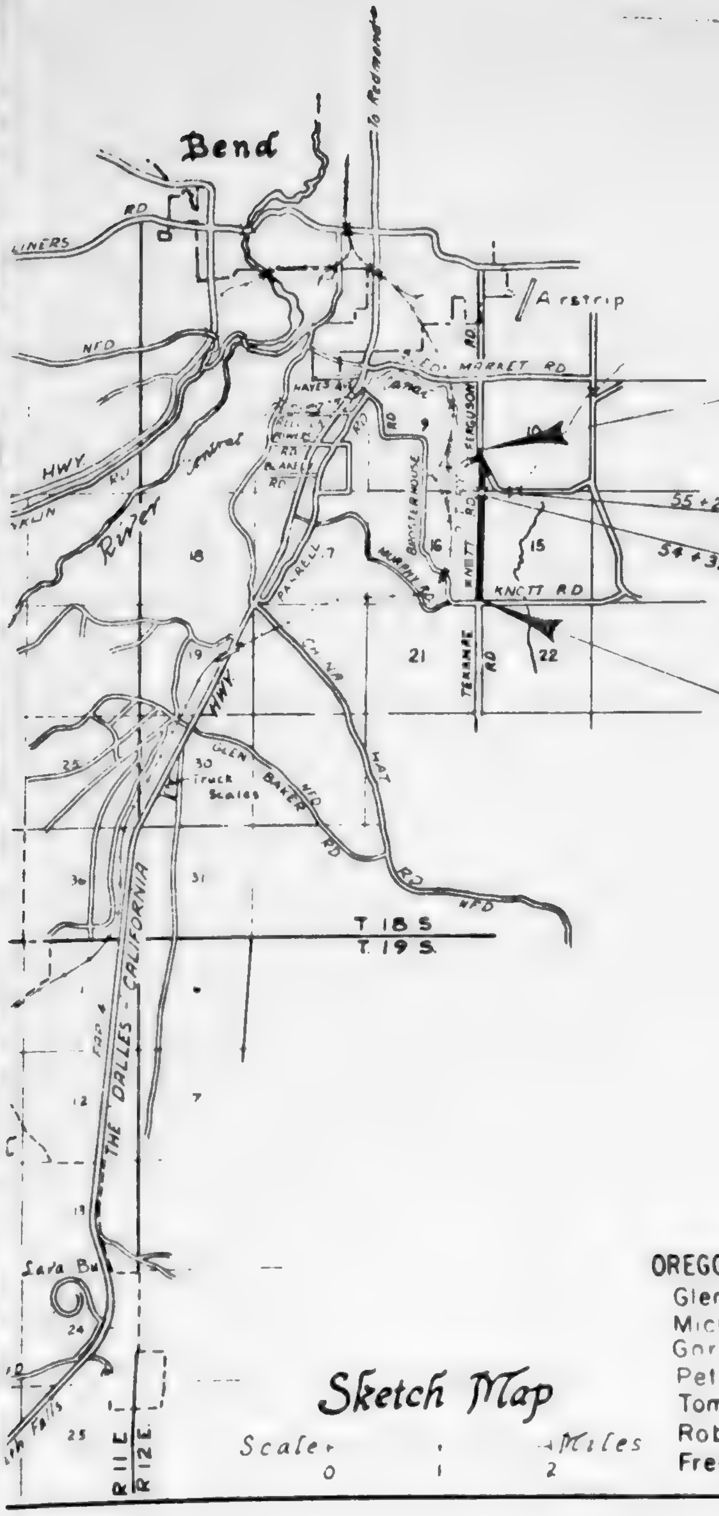
BOARD OF COMMISSIONERS OF Deschutes COUNTY

Albert A Young

Bob Montgomery



Astoria
Seaside
30
Tillamook
101
Portland
Hood River
Pendleton
McMinnville
Salem
Lincoln City
Newport
Albany
Corvallis
Waldport
Florence
Eugene
Bend
Redmond
Madras
John Day
La Grande
Baker
Reedsport
North Bend
Coquille
Roseburg
Burns
Ontario
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
OREGON



Bend
To Redmond
RD
LINERS
NFD
Airstrip
HWY
MARKET RD
River
Central
HAYES AVE
FERGUSON RD
BUTLER MARKET RD
9
10
16
15
17
18
21
22
19
24
30
31
36
KNOTT RD
TEKAMPE RD
HWY
CHINA HAT
RD
GLEN
BAKER
NFD
Truck Scales
RD
T.18 S.
T.19 S.
THE DALLES - CALIFORNIA
FAS
12
7
13
Sara Bu
24
25
R11E
R12E

END OF PROJECT
Sta. 73+00

55+25.9
54+32.1
Br. No.

BEGINNING OF PROJECT
Sta. 0+08

Sketch Map
Scale: 0 1 2 Miles

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER — DATE

9124

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: July 17, 1978

In reply refer to: HPD.2-OR

SUBJECT: Oregon Project OS-0900(1)
Ferguson Road to Tekampe Rd. Sec.
Knott Rd.
Deschutes County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr., Environmental Section
Oregon Dept. of Transportation
Salem, Oregon

The draft Negative Declaration has been approved by our Assistant Division Administrator on July 14, 1978.

Please make copies of this draft statement available, as required by FHPM 7-7-2.

The original signed copy of the Title Sheet was hand-carried to your office for immediate processing.

Original Signed By
R. V. RIEDL
Environmental Coordinator
Engineer
G. L. Green

cc:
Mr. H.S. Coulter
Mr. E.S. Hunter
Mr. D.E. Swan w/att.
Mr. Dale Allen, Region 4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 12, 1978

FILE:

WH Sample for

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Ferguson Rd.-Tekampe Rd. Sec.
County Road (Knott Road)
Deschutes County

TO: R. C. Pool
Region 4 Construction Engineer

The survey data, including the original vellum contract plan sheets as prepared by the consultant (Deschutes County), is being returned as per instructions from Gerald Wimer, Manager, Local Government Section.

The above plans were not prepared in a suitable contracting form to meet minimum requirements of this office and the Federal government. Please review these minimums with Deschutes County for resubmittal. (Four sample reduced contract plans for their reference is included.)

No attempt has been made to review the roadway design portion. This will be better accomplished when prints of the plans are resubmitted for our final review. However, plans of the structure have been reviewed and appear to be generally satisfactory with the following comments and/or suggestions.

Though no final footing elevations were shown on the plans, study of the profile and field notes indicates that the footings were constructed at, or only slightly below, the elevation of the canal bottom. If this is the case, the possibility of scour developing around the footings should be carefully assessed and protective measures considered.

The enclosed Sheet 3 of 9, General Plans, OSHD Drawing 29780, (21" Standard Precast Prestressed Slab) is referred to for slab details. Cast dowel hole size (3") and dowel size (1"x 2'-8"), detailed on the typical sections, do not correspond with sizes on Drawing 29780 (2" hole, 1-1/4"x 2'-3" dowel). If alternate details are desired, they should be noted as exceptions to the Standard Drawing. Also, it is recommended that dowel installation method be specified; e.g., "drill holes in cap with non-impact rotary drill after slabs in place and tie-rods tightened".

On the plan view the rail post spacing and "as constructed" intersection angle should be noted. Slab number indicating prestressed slab strand requirements should also be shown.

The Guard Rail Detail shows single thickness flex-beam rail. In order to comply with current Federal standards double thickness rail is required. Also, 25' minimum guard rail is required at each corner as noted.

The Structural Design Section's comments and/or corrections are noted in red on the enclosed Sheet 3 of 9.

WHS:jh
Enclosures

cc: Walt Hart
Frank Terpin
Gerald Wimer

June 1, 1978

Mr. Jon A. Oshel, P.E.
Office Engineer
Deschutes County Road Dept.
1507 N.E. First Street
Bend, OR 97701

Dear Mr. Oshel:

We have reviewed your letter and agree you should not be required to pay an advance deposit on Preliminary Engineering for the Ferguson Rd.-Tekampe Rd. Section, Deschutes County's Safer Off-System Roads project OS-0900(1).

We feel since the County did not get the services of a consultant and has completed all the field work with its own forces, our policy of not collecting advance deposits on local force work will be in effect. ✓

By a copy of this letter, our Highway Accounting Section is requested to reimburse you 86% of your billed amount. They will also deduct from that amount 14% (County's share) of the State's P.E. monitoring costs.

Very truly yours,

Gerald Wimer
Local Government Manager

RHP:GWW:lml

cc: Dale Allen
R. Hachek
J. Solis

Mockering
Harnell
Prange
Rognaldson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 209-1980

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
May 17, 1978

FROM: L. R. Asburry
Region Federal Aid Engineer

TO: Harold Reynoldson
Local Governments

SUBJECT: Ferguson Road-Tekampe Road Section
Knott Road
Deschutes County

Enclosed is a letter from Deschutes County stating that since the County performed the preliminary engineering they are not going to make an advance deposit for same.

LRA:pw
Enclosure

5-26-78 This in effect changes agreement from Consultant Engr to Co Engrs. Do we need a more formal modification of the agreement or will Oshel's letter suffice, or something in between. Jim Kenno thinks agreement needs modifying.

5-30-78 Letter response to Oshel modifying agreement should suffice. Per Lollis In addition to withholding 14% of their billings we should also withhold enough to make up 14% of our PE costs.

Holmes
Reynoldson
Sounds reasonable. Prepare reply for my signature please.

DESCHUTES COUNTY
ROAD DEPARTMENT
1507 N.E. FIRST STREET BEND, OREGON 97701
TELEPHONE 382-4000

May 15, 1978

Regional Federal Aid Engineer
Oregon State Highway Division
PO Box 1249
Bend, Oregon 97701

ATTN: Larry Asburry

RE: Knott Road Project

In the construction finance agreement, contract number #6249 for the Knott Road Project under Item #4 under Things to Be Done by Local Agency, it states that an advance deposit for the cost of preliminary and design engineering will be required by the County prior to proceeding with any work.

However, since the County is actually doing the preliminary design engineering work, we feel that we should not be submitting a deposit for this work.

If you have any further questions or comments on this matter, please feel free to contact me.

Yours truly,

Jon A. Oshel

Jon A. Oshel, P.E.
Office Engineer

JAO/lkc

c.c. Jim Kinns

ROE RE RCE FAE
RTE RECEIVED GEO
RUE MAY 17 1978 RDE
RSO REGION 4 RBE
ASSIGNED________

[illegible] OREGON 97701
[illegible] 382-4000

April 12, 1978

Will Robertson
Oregon State Highway Division
P.O. Box 1149
Bend, Oregon 97701

RE: Knott Road Project

Dear Will:

Enclosed is the P. S. & E. for the Knott Road Project. Included are:

1. Plans (originals)
2. X-sections
3. Special provisions
4. Commentary
5. All calculations for quantities
6. Engineers estimate

I would be more than happy to work directly with the plans reviewers in Salem if they would like me to do so.

If you have any comments or need any additional information, please let me know.

Sincerely,

[illegible], P.E.
Office Engineer

enc.

[illegible]

SUMMARY
KNOTT ROAD PROJECT

This project consists of subgrade construction, cinder aggregate base, 0-11 macadam oil mat paving, bridge superstructure, and other related work necessary to construct approximately 1.3 miles of roadway on Knott Road.

The project consists of a generally norht-south alignment following the natural ground. There is no major excavation or embankment along this alignment, although it does go through about three basaltic pressure ridges.

There are no residences or businesses along either side of the project where it is to be constructed. The only major user of the road at this time is Jan Ward Construction which is developing a subdivision to the north-west. They can save several miles of traveling by going along this route instead of making a loop through either Highway 97 and Reed Market Road or looping along the east-west portion of Knott Road clear to the sanitary landfill and looping back. Other than Jan Ward Construction, I doubt if anyone would have major complaints if the entire project is closed during construction.

The Ferguson Road to the north end of the project needs to remain open because if that portion of the road is closed, several people will need to travel further. The Sherwood Road can be closed during construction as there is a local subdivision road for the residences in the area to come out further north on Ferguson Road.

The bridge over the Central Oregon Irrigation Canal has been contemplated for some time. When we saw that this project might be started this summer, we installed all of the footings, piers, and abutement walls with County funds so the project can be awarded this summer. All the Contractor will need to do is place the slab and build the project by hauling across the west slab. This would eliminate a large detour around the project. The Central Oregon Irrigation Canal water will not go off until approximately the end of October. Hopefully the project will be completed by then.

It is my opinion that the primary scheduling feature for the construction project would be that the penetration prime and 0-11 macadam oil mat should be placed prior to September 30. If not placed by this time, the project should be postponed until Spring of 1979 when good warm weather would help the oil cure.

In the writing of this Special Provision, I have used the basic format used for Deschutes County road projects. I would expect substantial revisions to some areas to allow this special provision to be written up in the method used to award your contracts. I have also specified different ways of measuring and paying for quantities. Explaination is as follows:

MOBILIZATION: Standard Specifications

TRAFFIC CONTROL: Since the road would be closed, the cost for flagging, barricades and signs would be minimul. Rather than take a great deal of time to specify a series of bid items, I felt it should be set up as a lump sum item.

WATERING: I have rewritten the Special Provisions to specify the only watering to be paid for is when the Engineer orders water for dust control. I have experienced a great deal of hassle between the Contractor and Engineer over water trucks and how much to be paid. Given a choice of going with a full watering bid item or calling the water incidental, I would prefer to call it incidental.

CLEARING & GRUBBING: Essentially we used the Standard Specification on this one. The main difference is our clearing limits were to be either the excavation or slope catch points, or 30 feet from the roadway centerline whichever is greater.

ROADWAY EXCAVATION & EMBANKMENT: You will notice that when looking at the quantities for subgrade construction, we made no attempt to balance the excavation embankment. Our reasoning for this has been through past experience with other projects in this area. We find that if there is any excavation at all, it tends to be basalt which when blasted fractures into very large particals. We find this generally not adequate for fill unless we have a substantial fill. We prefer not to have the rock within a shallow fill unless absolutely necessary. Most fills are shallow because we feel the road looks better if it follows close to the profile of the ground. We set up that the contractor has to waste the rocks somewhere other than the roadway right-of-way if unable to incorporate into the fill. We then set up that if he has to import any extra material, he will need to provide the source to do so. The final product for payment is measured on a neat line excavation and embankment. No payment is to be made for overhaul. In all likelyhood, the contractor's source of fill material will be the Knott Sanitary Landfill which is approximately 1.3 miles east of the southerly end of the project. We have not specified the source for the contractor, so he may select another source. There is a minor amount of paving obliteration at Ferguson and Sherwood Roads. This has been set up as incidental to the subgrade construction bid items. The road approaches, we specified that we would measure these and pay in accordance with all other bid items for roadway excavation, roadway embankment, cinder base, and various paving items.

CULVERT INSTALLATION: We did not set up any bid items for structure excavation. It is set up to have a basic cost per lineal foot to install culvert pipe, including all excavation and backfilling work.

AGGREGATE BASE: Our base rock for this project will be a cinder aggregate. While this type is not as good a material as crushed rock, it a natural resource of the area and is considerably less expensive. We are having the contractor furnish his own source of cinders. It will be a pit run, except we require removal of all 5" plus cinders and specify not more than 8% by weight of the total aggregate passing the #200 sieve measured at the stock pile site. We have specified that a steel wheel roller shall not be used to compact the cinders. The primary reason for this is that we have found that using the steel wheel roller often pulverized the top half inch of the cinder base causing the prime coat oil to not penetrate into the cinder base.

PRIME COAT: The chip seal prime coat is set up as per Standard Specification. The quantities of MC-250 and 1/2 inch rock where set up as quantities which we have found through past experience work quite well on a cinder aggregate base. We have specified hot mix asphalt cement paving over the bridge and approximately 50 feet on both sides. The primary reasons for this are the irregularities that we have seen in the past experience is in precast prestressed bridge slabs, in particular with highly skewed slabs. It will also allow a crown in the roadway going across the bridge. In addition as you reach the northly portion of the bridge we are beginning to go into a super elevation transition which can be taken with the asphalt. This would not be able to be done with a regular oil mat.

OIL MAT: The oil mat is scheduled to be a standard 0-11 oil mat as per the highway division's standard tables and specifications.

BRIDGE PROJECT: This consists of furnishing and installing precast slabs as well as furnishing and installing the guard rail for the bridge. This has been put on a lump sum item.

ITEM NO.	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1.	Mobilization	Lump Sum	L.S.	10,000
2.	Temporary Protection & Direction of Traffic	Lump Sum	L.S.	5000
3.	Water	200 M-Gal	6.00	1200 ✓
4.	Clearing & Grubbing	Lump Sum	L.S.	4000
5.	Roadway Excavation	10,500 c.y.	5.00	52,500 ✓
6.	Roadway Embankment	11,000 C.Y.	2.50	27,500 ✓
7.	Install Culvert Pipe 12"	40 L.F.	8.00	320 ✓
8.	Install Culvert Pipe 18"	210 L.F.	10.00	2100 ✓
9.	Cinder Aggregate Base	18,000 C.Y.	2.50	45,000 ✓
10.	1/2" to 1/4" Aggregate in Prime Coat	260 C.Y.	12.00	3120 ✓
11.	AC-250 Asphalt in Prime Coat	49 Ton	130.00	6370 ✓
12.	Class C Asphalt Concrete	140 Ton	20.00	2800 ✓
13.	Aggregate in Asphalt Macadam	1,180 C.Y.	12.00	14,160 ✓
14.	AR-2000 Asphalt in Asphalt Macadam	111	130.00	14,430 ✓
15.	Complete Bridge	Lump Sum	L.S.	40,000
		CONTRACT TOTAL		$228,500
		15% ENGR. & CONT.		34,275
		PROJECT TOTAL		$262,775

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 16, 1978
Salem, OR. 97310

FILE:

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Negative Declaration
Knott Road (Ferguson Road to
Tekampe Road)

TO: Bob Pool
Construction Engineer

The Environmental Section has reviewed the Negative Declaration prepared by the Deschutes County Road Department for consistency with Federal Highway Administration requirements. The information included within the report is generally sufficient as written, but additional material needs to be included. Enclosed for your review is a list of comments and suggestions which would improve the Negative Declaration and accelerate processing of the report. As it is the County's intent to complete the project in a timely manner, inclusion of the material should hasten approval of the project, as opposed to revising the report after the initial review by the FHWA.

The primary deficiencies of the Negative Declaration as submitted are a lack of a description of each alternative and the environmental impacts of each; an unclear description of the need for the project; and the lack of sufficient detail about the land use and comprehensive planning issues that are alluded to in the report. To resolve the land use, LCDC and related planning issues, coordination with the Bend and County Planning Departments is necessary.

The enclosed suggested comments would appear to require a much larger document, but 15-20 double spaced pages, together with the recommended maps, should be adequate to complete the Negative Declaration. In summation, brief descriptions of the listed factors are preferable to unnecessary detail.

Please be advised that the Environmental Section is willing to assist the County in whatever manner possible to obtain approval of the Negative Declaration. Do not hesitate to contact me if that assistance is required.

FEB 2
REFER TO

GAP:AJ:cjh
cc: E. S. Hunter ✓

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

C.C. D.E. Swan
Jim Chidsey
C.T. Keasey

1-9-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS -0900( )
Project Name FERGUSON Road - TEKAMPE Road Section
Knott Road 2009

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 9 day of JAN, 1978

County of Deschutes

Albert A Young
~~County Judge~~/Chairman

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date Jan 10, 1978

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -0900(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Deschutes

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80059

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 12-7-77

FEDERAL ROUTE NUMBER: Non Federal-aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

"Ferguson Road - Tekampe Road Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) : All phases of PE necessary to obtain an approved Negative Declaration
TEC NTE $18,000 - F.F. $14,000

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-25-77 letter.

NOTED
F. B. KLABOE

DATE: 12-7-77

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 25, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80059
Project No. OS-0900(1)
Ferguson Rd.-Tekampe Rd. Section
Deschutes County

Enclosed is data for the subject project.

This project has been selected by the Oregon Tranportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering necessary to obtain an approved Negative Declaration at an estimated total cost of $18,000 with an obligation of $14,000 in federal funds.

A copy of the State Clearinghouse A-95 review approval letter has been previously forwarded.

CL:dmc
cc: C. Williams, (Region 4)
✓H. Reynoldson

[illegible]

m

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 25, 1977

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd., Approx. 1 mi. S.E. of Bend 21 65	**ADT**	PRESENT 20	FUTURE N/A (66) (70)	YEAR 97 (71) (72)	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) OS- 14 23	NUMBER 0900(1) 7

CARD

CLASS OF FEDERAL FUNDS: Off System Roads

NAME OF URBAN AREA: --
17-31

COUNTY NAME: Deschutes

CODE
01
(14)

ROUTE NO. N

FEDERAL-AID: Non (32)

STATE: Co. Rd. (36)

U.S.: -- (37)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			1.3	22,000	17,200	--	4,800 (Co.)
5					**ROW**							
5					**CONST** (CODE)		"Ferguson Rd.- Tekampe Rd. Section"					

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	1.3	22,000	17,200	--	4,800 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 25, 1977

CT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., Approx. 1 mi. S.E. of Bend 65		20	N/A (66) (70)	97 (71) (72)	10	Oregon	41 (2) (3)	627 (4) (9)	80059 (14) (18)

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
eering 52	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	OS- 14 23	0900(1) 7	13 (24)	(26) 27

--

COUNTY NAME Deschutes CODE 017 (14) (16)

ROUTE NO. N FEDERAL-AID Non (32) STATE Co. Rd. (36) (37) U.S. -- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E			1.3	22,000	17,200	--	4,800 (Co.)	
OW								
NST DE)		"Ferguson Rd.- Tekampe Rd. Section"						ROW-40' minimum; Access Control-none; Parking Restrictions- None.
CL		PROJECT TOTALS	1.3	22,000	17,200	--	4,800 (Co.)	
				(16) (23)	(24) (33)			

OVAL DATES

REMARKS

-Over-

USCOMM DUSCOMM-DC 48905-P61

FERGUSON RD.-TEKAMPE RD. SECTION
PROJECT NO. OS-0900(1)

Existing Facilities: 20-foot dirt road.

Adjacent Sections:
N. End -- Jct. with Ferguson Road which is 20-foot oil mat surface with 2-foot shoulders.
S. End -- Jct. with Tekampe Rd. which is 20-foot oil mat surface with 3-foot shoulders.

Project Data: Work under this project consists of preliminary engineering all phases for the future construction necessary to widen the existing facility to provide for two A.C. surfaced travel lanes with 6-foot shoulders and construction of a 50-foot reinforced concrete bridge over the Central Oregon Irrigation District canal.

NOTE: Preliminary engineering to be accomplished by county forces with review and contracting by State forces.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: There is a private airstrip located ½ mile north east of the project; however, no conflict with the operation of the airstrip will result from this project.

FHPM 4-1-4 Requirements: State Clearinghouse and District 10 Clearinghouse A-95 review letters of approval dated November 3, 1976 and November 5, 1976 respectively.

FHPM 7-7-2 Requirements: Major nonsignificant action project requiring the perparation of a Negative Declaration concurred in by FHWA on July 6, 1977.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal Statutes and Regulations.

NOTE: This project is in Congressional District No. 2.

Date 11/10/77 PROJECT MANAGEMENT OFFICE MEMO

Subject Ferguson Rd-Tekampe Rd., Desch. Co. File No. SOS-0900(-)

Received (call) ~~(visit)~~ from Larry Asbury

Address Bend

Made (call) ~~(visit)~~ to Larry Asbury Phone 382-1911

Reason for contact and general discussion: Status of SOS project. Waiting for P.E. Authorization. Not programmed yet. Advised Larry that County's P.E. estimate ($3,000) was too low for the $450,000 project. Larry checked with Deschutes County and suggested that we ~~change~~ raise the County's figure to $19000, to make the total estimated cost of survey $22,000.

C.C. Buzz Swan
F. Terpin
Larry Asbury
} 11/10 ghf

Signature R H Grange

Grange — Please follow up to secure added authorization
Dick

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) ( )
Circulate: PME [✓ LGE] OPE FAE CCE OM Other

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Ferguson Road-Tekampe Road

Date September 7, 1977

Highway Deschutes County Road

Authorization No. 1

County Deschutes County

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

Ferguson Road to Tekempe Road

Purpose of survey:

Monitor County Preliminary Survey and Engineering. Prepare Base Design.

PROJECT MANAGEMENT

Date Rec'd 9/23/77 A-95 Exempt

OTC Appr. 9/19/77 On TIP N/A

Ass't. 7/6/77 On An. Prog.

Estimate of cost:

Field	901	1,500
County	903	19,000
Soils	910	750
Specifications	921	250
Design	905	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 22,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Howard E. Rosfin

Location Engineer

Approved:

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*19760-734

N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
September 21, 1977

FILE: LOC 17

FROM: John E. Holcomb
Federal Aid Engineer

SUBJECT: SOSR Project
Ferguson Rd.-Tekampe Rd.
Deschutes County Road

TO: Frank Terpin
Location Engineer

Attached is an Authority for Survey to cover the State's monitoring of the subject project.

The County will perform PS & E work including specifications. The State will develop a base design.

Also attached is the Order for Force Work performed by County Forces. This is to cover PS & E by the County.

The project has been approved by the Commission.

JEH:mr

encl

Pete

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

ORDER NO. ____________

F. A. Project No. ____________ Date August 26 19 77

Street Knott Road

County Deschutes County Prefix ____________ Account No. ____________

Description of work to be done:

P.S. and E for project contract.

Location: Sta. to Sta. or MP to MP Ferguson Road to Tekampe Road

Estimate of quanities and costs:

Field Survey	$5,000
Bridge Final Design	500
Final Road Design	1,000
Drafting	1,500
Specifications	1,000
	$9,000

Explanation:

Submitted by Jon A. Oshel
(County)
Jon A. Oshel, P.E., Office Engineer

Approved ____________
(OSHD)

ROE RE RCE FAE
RTE RECEIVED GEO
RUE AUG 24 1977 RDE
RSO REGION 4 RBE
ASSIGNED_____________

#1

August 24, 1977

Jon Oshel, Office Engineer
Deschutes County Road Department
1507 NE First Street
Bend, OR 97701

Dear Jon:

The Ferguson Road-Tekempe Road section of Knott Road was approved by the Transportation Commission as a SOSR Project. It is my understanding that the County intends to perform PS & E with County forces.

If this is so, I need a letter from the County stating that you have people qualified to perform this work. Upon receipt of the letter, the State must then verify that you do have qualified people, and your request will be forwarded to Salem.

DO NOT perform any work on this project until you receive approval from the State to do so. Also, if it is your intent to perform all of the PE including producing completed plans, you should so indicate.

If it is your intent to perform, say, only the field survey and then would want the State to draw up the plans, this could also be worked out; but you must request it.

Attached is a blank copy of an Order for County Force Work. Please complete as much of this as possible and return it with the forementioned letter.

The CFO is to cover only work to be performed by County forces to complete all phases of the PE work you intend to do. In other words, do not include any construction costs; just work that will be performed prior to the awarding of a contract. I need only a breakdown such as: Field Survey, X number of dollars; Soils and Geology, X number of dollars; Design, etc. Attached is a sample sheet that we use, but it shows the various types of work that go into PE. You might want to use this as a guide.

If you have any further questions, do not hesitate to call.

John E. Holcomb

John E. Holcomb
Regional Federal Aid Engineer

JEH:mr

713

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: July 22, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Ferguson Road-Tekampe Road
Knott Road (Co. Rd. #D-16)
Deschutes County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Major Non-Significant action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

ESH
7-15-77

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 4 : Carl Williams
District 10 : R. L. Lammert
Region 4 Geologist: Rolland VanCleave
B. L. Gifford

913

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: July 22, 1977

FROM: for Gerald Wimer
Local Government Programs Engineer

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Ferguson Road-Tekampe Road
Knott Road (Co. Rd. #D-16)
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BLG:dpy

Attachment

ESH
9-15-77

cc: J. B. Boyd (3)
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George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 4 : Carl Williams
District 10 : R. L. Lammert
Region 4 Geologist: Rolland VanCleave
B. L. Gifford

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the, (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments
bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

CEZ/AH:dw

DESCHUTES COUNTY
Proposed SOS-R Project

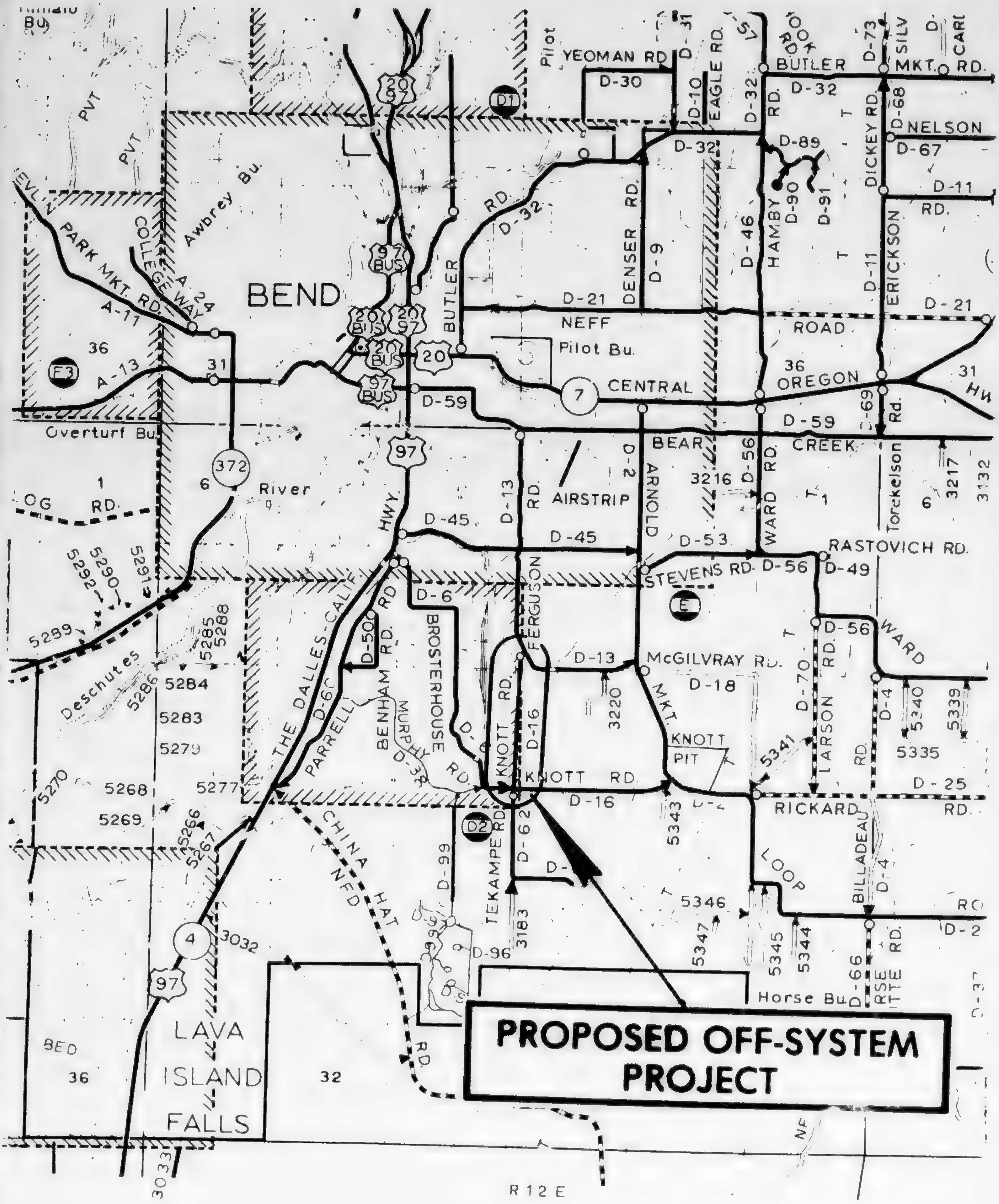
Ferguson Road-Tekampe Road Section
Knott Road
Grade, Pave and Structure
1.2 mile
$450,000

This project will provide a two-lane facility on Knott Road between Ferguson Road and Tekampe Road. A concrete structure will be constructed across the Central Oregon Irrigation District Canal.

Right-of-way is required for the project and will be acquired as a participating cost.

County will engage a consultant to perform preliminary and construction engineering.

77-a
7/5/77



PROPOSED OFF-SYSTEM PROJECT

BEND
Awbrey Bu.
Pilot Bu.
Overturf Bu.
River
Deschutes
AIRSTRIP
KNOTT PIT
Horse Bu.
LAVA ISLAND FALLS
YEOMAN RD
BUTLER RD.
NEFF ROAD
CENTRAL OREGON
BEAR CREEK
D-59
D-21
D-32
D-45
D-13
D-16
D-56
RASTOVICH RD.
STEVENS RD.
McGILVRAY RD.
KNOTT RD.
RICKARD RD.
BILLADEAU RD.
LOOP
FERGUSON RD.
KNOTT RD.
TEKAMPE RD.
BROSTERHOUSE RD.
MURPHY
BENHAM RD.
PARRELL RD.
THE DALLES-CALIF. HWY.
CHINA HAT RD.
NFD
LARSON RD.
DICKEY RD.
ERICKSON Rd.
DENSER RD.
ARNOLD
WARD RD.
HAMBY RD.
EAGLE RD.
NELSON
SILV MKT. RD.
PARK MKT. RD.
COLLEGE WAY
A-11
A-13
A-24
20
97
20 BUS
97 BUS
372
7
4
31
D1
D2
F3
E
36
1
6
32
R 12 E

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

Memorandum

DATE: July 6, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project SOS-0900(-)
PROJECT ASSESSMENT
Ferguson Rd.-Tekampe Rd.
Knott Rd. (Co. Rd. #D-16)
Deschutes County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject assessment submitted with Mr. Wimer's June 17, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William L. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Region 4, Fenton)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR
Info Inves R/D D/R Sign Att File

orig. to

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

DESCHUTES CO.

STATE A-95 REVIEW CONCLUSIONS

70 612 FERGUSON RD - TEKAMPE RD 05-0900 (1)
70 435 N.W. HILL ST - N.E. 3RD ST. (BEND) 17-3280
70 434 S.E. 3RD ST - S.E. 9TH ST. (BEND) 17-3230

APPLICANT: State Highway Division

PROJECT TITLE: Dist. 10, FY 77 Annual Program Project for Review

DATE: November 3, 1976

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

11/5/76
cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter

W. J. Hart
Region 4: C. M. Williams
District 10: R. L. Lammert
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 210

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENG'R
NOV 8 '76
REFER TO
FOR

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

9-29-76

BEN GIFFORD

(#2) 1141

Item: 70434, 70435, 70612

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO
Executive Department
Federal Aid Coordination Unit

Central Oregon Intergovernmental Council
1106 W. Highland
P. O. Box 575
Redmond, OR 97756

FROM for D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 10
Section: District 10,
FY 77 Annual Program Projects for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: Carl M. Williams
District Engineer: R. L. Lammert
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR

Item: 70434, 70435, 70612

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: State Highway Division | 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: District 10, FY 77 Annual Program Project for Review

11 12] PROJECT LOCATION—CITY: See Attachment | PROJECT LOCATION—COUNTY: Attach. | PROJECT LOCATION SEC: T: R: Attach. [79

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] Please refer to the attached information covering proposed construction projects [71

07 12] which funds are anticipated to be obligated during the fiscal year October 1 - [71

08 12] September 30, 1977. Item 70434, 70435 and 70612. [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
271,000	-	22,000	22,000	-	315,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 9-29-76

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October | 43] DAY [44: 25 | 45] YEAR [46: 1976

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-29-76

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

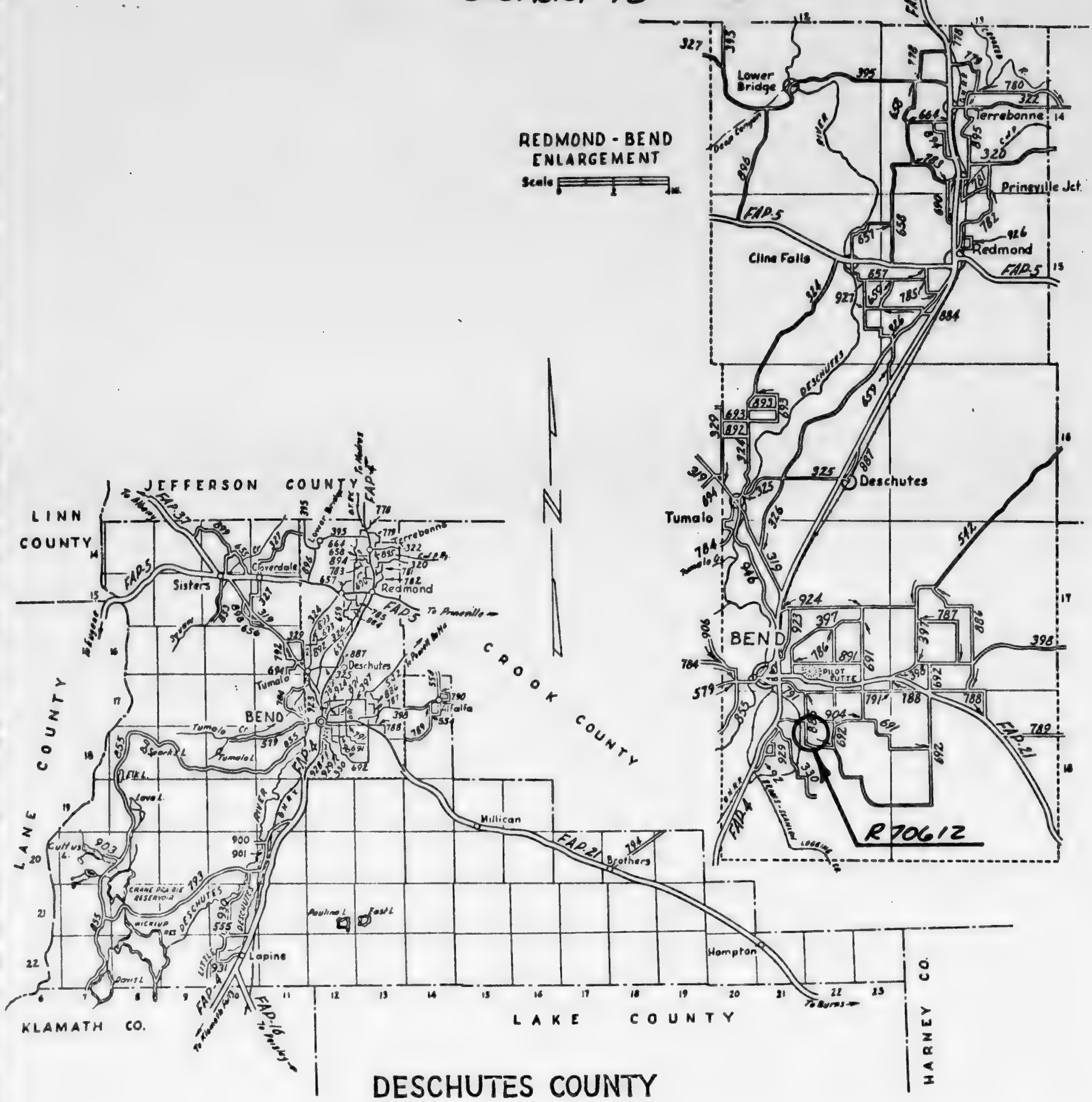
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) Oregon's Action Plan classifies the environmental impact as Category 3 nonmajor.

DISTRICT 10


REDMOND - BEND
ENLARGEMENT
Scale 0 2 4 MI.
Lower Bridge
Terrebonne
Prineville Jct.
Redmond
Cline Falls
FAP 5
Deschutes
Tumalo
BEND
PILOT BUTTE
FAP 4
FAP 21
R70612
JEFFERSON COUNTY
LINN COUNTY
LANE COUNTY
CROOK COUNTY
KLAMATH CO.
LAKE COUNTY
HARNEY CO.
Sisters
Cloverdale
Alfalfa
Millican
Brothers
Hampton
Lapine
Crane Prairie Reservoir
Wickiup Res.
Cultus L.
Davis L.
Paulina L.
East L.
FAP 37
FAP 16
N

DESCHUTES COUNTY

FAS SYSTEM

Scale 0 4 8 MI.

"LEGEND"

═ F.A.P. Primary Highway

═ F.A.S. Highway on State Primary Highway

═ F.A.S. Highway on State Secondary Highway

═ F.A.S. Highway on County Road

DESCHUTES COUNTY
Proposed Off-System Project

Ferguson Road-Tekampe Road Section
Knott Road
Grade, Pave and Structure
1.2 mile
$250,000

#70612

This project will provide a two-lane facility on knott Road between Ferguson Road and Tekampe Road. A concrete structure will be constructed across the Central Oregon Irrigation District Canal.

Perform necessary engineering.

Acquire necessary right-of-way.

76-a
9/20/76

9124

CSR
Desch Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
March 16, 1976

FILE: PRO 6

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: Harold Reynoldson
Rural Programs Engineer

SUBJECT: Off-System Project Request
Knott Road, Ferguson Road-
Tekampe Road
Deschutes County

I am forwarding for processing Deschutes County's request for an Off-System project. I have informed the county that there is no money in this program right now, and no way of knowing whether or not it will be refunded. They understand, but would like to have their request processed and ready to go just in case.

David Fenton

DSF:pw
Enclosure

Hal / H

RECEIVED
COUNTY & CITY SECTION
MAR 18 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

S05-0900( )

COUNTY ROAD ~~FAS-C~~ OFF-SYSTEM PROJECT REQUEST

Name of County DESCHUTES FAS No. NON-FAS Date JAN. 21, 1976
County Road Name KNOTT ROAD
Section Name FERGUSON ROAD TO TEKAMPE ROAD
Type of Project SUBGRADE, BASE, PAVING, ALSO BRIDGE
Location of Project (Attach sketch map)
ADT ROAD CLOSED Design Speed 50

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No X
Will County hire consultant for this project? Yes X No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type A. C. P. Total Travel Width 28
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type CINDER AGGREGATE Width Each Side 6
(AC, Pug Cold Mix, Oil Mat) Total Top Width 40

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract X

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract X
Has base design been given to County? Yes ____ No X
Will it be furnished? Yes ____ No X

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course:
By County ____ County Date of Completion ____ By Contract X

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract X

8. Clearing:
By County ____ County Date of Completion ____ By Contract X

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)

Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
MAR 18 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_______ No___X___
If answer is No, which of the following applies?
Contrary to public safety_______ Cost excessive to need or use___X___
Sparse population___X___ Area exempt from bike law_______
What is desired width of trail or walkway_______ft.
What type of surface treatment is desired_______
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_______ No_______
What type of separation from roadway will be used?_______
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_______ No_______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes___X___ No_______

12. Will replacement be by: County_______ Contract___X___
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade?** **Yes_____ No__N.A.__**

14. **Will County adjust structure to additional width?** **Yes_____ No__N.A.__**

15. **Will adjusted width be standard? Yes_____ No__N.A.__**
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks? Yes_____ No__X__**

17. **Does County wish sight posts installed? Yes_____ No__X__**

18. **Does County wish State to permanently** stripe project? **Yes_____ No__X__**

19. **Will County do striping? Yes__X__ No_____**

20. **Does County wish guardrail installed? Yes__X__ No_____**

By County_______ Contractor_______
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No__X__
By seeding and mulching Yes_____ No__X__
By rock blanket Yes_____ No__X__
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__X__ No_____

23. Can through traffic be detoured? Yes_____ No__X__

24. Must new detour be constructed? Yes_____ No__X__

25. Will detour be constructed and maintained by County? Yes____ No N.A.

26. Will detour be constructed & maintained by Contractor? Yes____ No N.A.

27. Will County sign project outside work area during construction?
Yes X No____

28. Will Contractor sign project outside work area during construction?
Yes____ No X

29. Should contract provide for permanent signing? Yes____ No X

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired____

32. Is project contingent upon other factors? Yes X No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain BRIDGE WORK IN CANAL MUST BE DONE DURING THE WINTER SHUTDOWN BETWEEN PERIODS [illegible] WATER RUNS

Remarks re Section I: APPROXIMATELY 1 1/4 MILES OF ROAD TO BE CONSTRUCTED.

II. BRIDGE PROJECT DATA

1. Name of river or stream [illegible] DIVERSION CANAL
2. Name of bridge KNOTT [illegible]
3. Dimensions of existing bridge. Length NO BRIDGE Roadway Width____
4. Type of design and material used in existing bridge. NO BRIDGE
5. Location (please attach map with location marked): S.E. 1/4
Section 9 Township 1E Range 1 W.M.
6. Desired width of proposed bridge 40 Approx. length 50
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes____ No X
Upstream________ Downstream________ Width________

8. Does County wish a particular type of bridge design? Yes X No____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) ALL CONCRETE
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes____ No X
Explain________

10. Foundation Testing: By County? Yes____ No X
By State? Yes____ No X

11. Will County close road during construction? Yes X No____

12. Can presently established road be used as detour? Yes X No____

13. Must a new detour be constructed? Yes____ No X

14. Will detour be constructed & maintained by County? Yes____ No N.E.

15. Will detour be constructed & maintained by Contractor? Yes____ No N.E.

16. Will County sign project outside work area during construction?
Yes X No____

17. Will Contractor sign project outside work area during construction?
Yes____ No X

18. Approaches or Connections by County Yes____ No X
by Contractor Yes X No____
Traveled surface: Type A. C. P. Width 28'
Shoulder surface: Type CINDER AGG Width 6'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes X No____

N.W. quadrant distance from structure 25
N.E. quadrant distance from structure 25
S.W. quadrant distance from structure None
S.E. quadrant distance from structure None

20. Guardrail: Desired on approaches or connections: Yes__X__ No_____
By County _______ Contractor__X___
Right side only? Yes______ No______
Both sides? Yes__X__ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_N.A._
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No__X__
By Contractor? Yes__X__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No___X____ Size___________
Company____
b. Sanitary sewer mains: Yes________ No___X____ Size___________
Company____
c. Storm sewer: Yes________ No___X____ Size___________
Company____
d. Gas mains: Yes________ No___X____ Size___________
Company____
e. Power lines: Yes________ No___X____ Size___________
Company____
f. Telephone lines: Yes________ No___X____ Size___________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes___X____ No________

25. Does County wish lightpost bases and conduit installed? Yes________ No___X____

26. Does County wish complete job of illumination in project? Yes________ No___/____

27. Is project contingent upon other factors? Yes___X___ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: WORK IN CANAL MUST BE DONE DURING THE WINTER SHUTDOWN BETWEEN PERIODIC DOMESTIC WATER RUNS

Remarks re Section II:

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ____ No X
   By Consultant? Yes X No ____
   By County? Yes ____ No X
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes ____ No X
   By Consultant? Yes X No ____
   By County? Yes ____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 40 Minimum 40

2. Is any additional right-of-way needed? Yes X No ____

3. Will right-of-way be acquired by: Resolution ____ or Deed X

4. Should State prepare options? Yes ____ No ✓

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ____ No X

6. Should material source site be included in right-of-way descriptions? Yes ____ No X

7. Is there any merchantable timber on right-of-way? Yes ____ No X

8. Will timber be reserved for owner? Yes ____ No X
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes X No ____

10. Is a hearing necessary? Yes X No ____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ____ No X
If yes, give type and name of utility company: ____________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ____ No X
If yes, give type and name of utility company: ____________________

13. Are utilities on existing right-of-way by permit X or by franchise ____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes X No ____
If yes, give name of irrigation company or district [illegible]
[illegible]
and dates between which water can be turned off: From [illegible]
To [illegible]

15. Are there any railroad crossings? Yes ____ No X

16. Name of Railroad ____________________

17. Number of tracks: Mainline ______ Siding ______ Total N.A.

18. Sight Distance: ______________ (Left) N.A. ______________ (Right)

19. Number of Trains: Passenger ____________ Speed N.A.
Freight ____________ Speed ____________

20. Angle of Intersection: N.A.

21. Type of Existing Crossing: Grade N.A.
Overcrossing ______
Undercrossing ______

22. Existing Protection:
Advance warning signs ______ Automatic flashing ______ Stop signs N.A.
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection: N.A.

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ______ No N.A.

25. Will railroad crossing be altered: Yes ______ No N.A.
If yes, specify: ______________________________

26. Traffic Control Signing:
To be part of project? Yes ______ No x
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ______ No x
By County? Yes x No ______
By State at County expense? Yes ______ No ______

28. Does County wish State to prepare P.U.C. hearing data? Yes ______ No ✓

29. Will P.U.C. application be made by State ______ or County N.A. ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No ✓
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV ______________________________

V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry ______ Cinders X

2. Owner: County ______ State ______ Private ______ Other U.S.F.S.

3. Location: HORSE BUTTE Section 36 Township 18 Range 12 W.M.

4. If County lease, what are royalty payments? $0.05/C.Y.

5. Materials furnished by County: Borrow X Select Topping ______
Base Course X Level Course ______ Mineral Agregates ______
Location CINDER AT HORSE BUTTE, BORROW AT KNOTT SANITARY LANDFILL
Miscellaneous Items ______

Remarks re Section V ______

VI. FINANCIAL DATA

1. Estimated Cost: $ 450,000

2. Available FAS Funds $ ______

3. Does County wish advancement of future Federal funds? Yes X No ______
Amount ______

4. Date match money is available JULY 1, 1976

5. Will there be any 100% County money? Yes ______ No ______

6. Maximum amount of 100% County money available: $ ______

7. Date County requests letting: ______

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ______
County Judge or Comm. Chairman

By Albert A Young
County Commissioner

By Bob Montgomery
County Commissioner

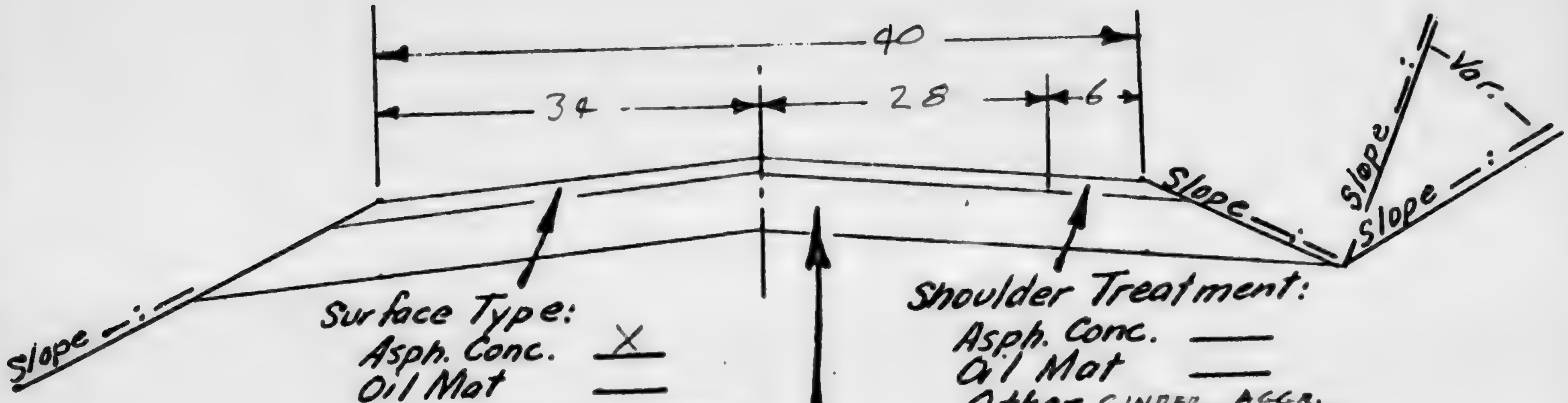
By [illegible]
County Engineer or Roadmaster

County [illegible]
Date 2-20-76

______
O.S.H.D. Field Engineer

Date ______

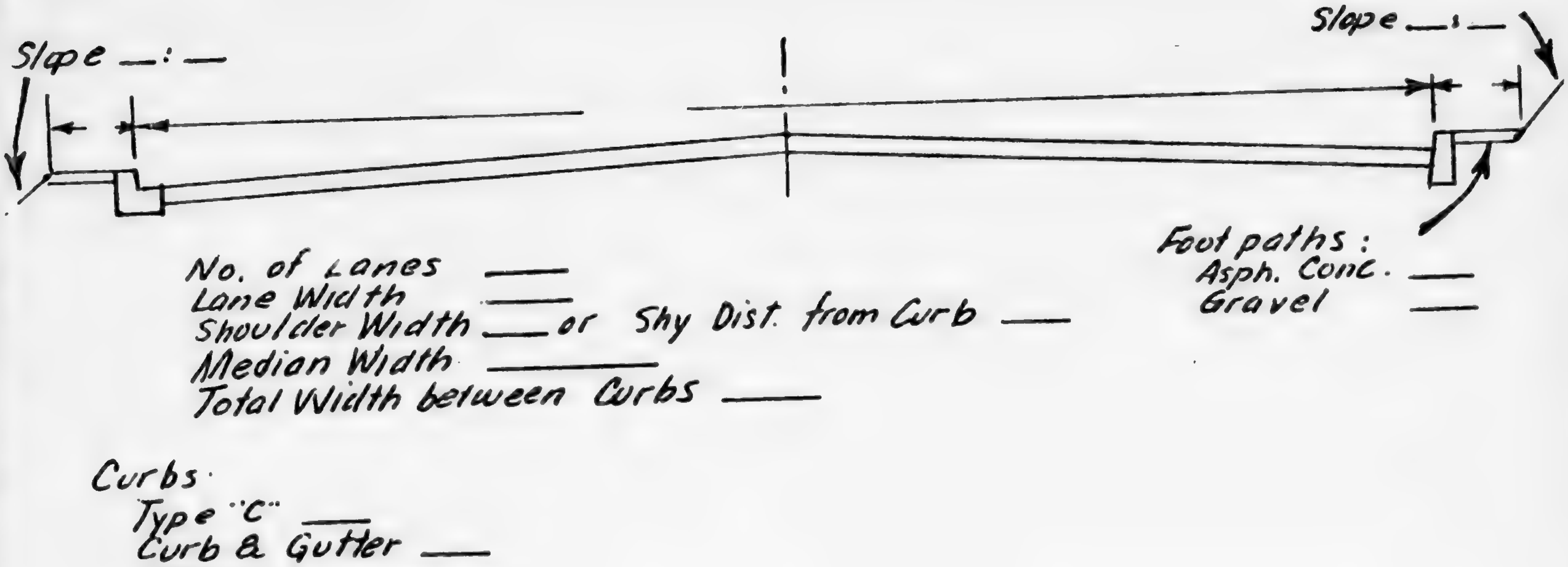
TYPICAL SECTION


40
34
28
6
Slope
Var.
Slope
Slope
Slope _:_

Surface Type:
Asph. Conc. X
Oil Mat ____
Other ________

Shoulder Treatment:
Asph. Conc. ____
Oil Mat ____
Other CINDER AGGR.

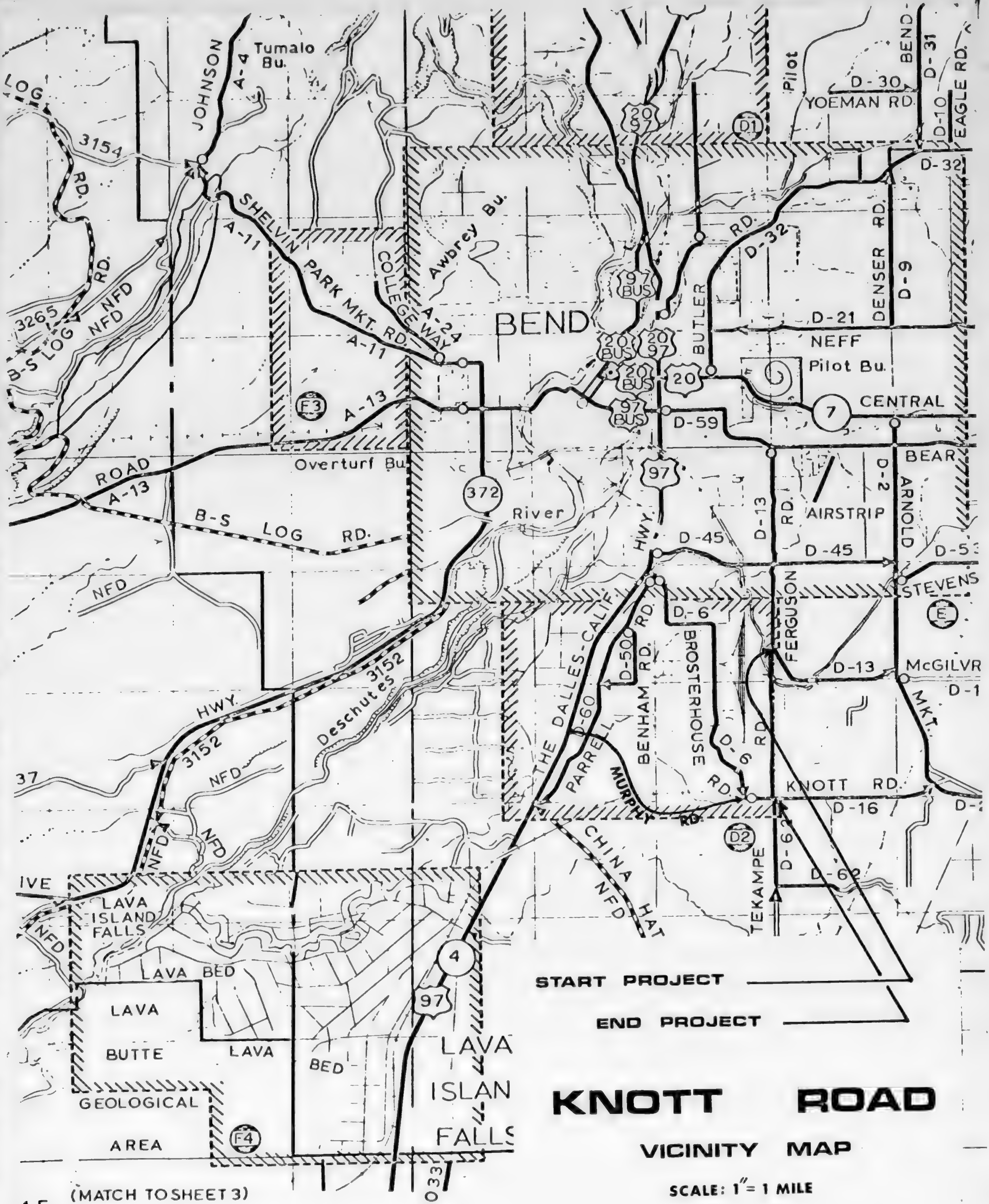
Type of Base:
Pit or Quarry Run X
Crushed Stone ____
Asph. Treated ____
Cement Treated ____


Slope _:_
Slope _:_

Foot paths:
Asph. Conc. ____
Gravel ____

No. of Lanes ____
Lane Width ____
Shoulder Width ____ or Shy Dist. from Curb ____
Median Width ________
Total Width between Curbs ____

Curbs:
Type "C" ____
Curb & Gutter ____
Other ________


START PROJECT
END PROJECT
BEND
Tumalo Bu.
JOHNSON
A-4
LOG RD.
3154
B-S LOG RD.
NFD
3265
SHELVIN PARK MKT. RD.
A-11
COLLEGE WAY
A-24
Awbrey Bu.
A-13
ROAD
Overturf Bu.
372
River
B-S LOG RD.
HWY.
3152
Deschutes
NFD
37
IVE
LAVA ISLAND FALLS
LAVA BED
LAVA BUTTE
GEOLOGICAL AREA
F3
F4
4
97
3033
1 E
(MATCH TO SHEET 3)
LAVA ISLAND FALLS
20 97
97 BUS
20 BUS
20
D1
Pilot
D-30
YOEMAN RD.
BEND-
D-31
D-10
EAGLE RD.
D-32
RD.
DENSER RD.
D-9
D-21
NEFF
BUTLER
Pilot Bu.
7
CENTRAL
D-59
BEAR
D-2
ARNOLD
AIRSTRIP
D-13
RD.
D-45
D-53
HWY.
THE DALLES-CALIF.
STEVENS
E
D-6
FERGUSON
D-50
RD.
BENHAM RD.
BROSTERHOUSE
D-13
McGILVR
D-1
MKT.
D-60
PARRELL
MURPHY RD.
D-6
RD.
KNOTT RD.
D-16
D2
CHINA HAT
NFD
TEKAMPE
D-62
D-62

KNOTT ROAD

VICINITY MAP

SCALE: 1" = 1 MILE

1980 Big Butte Creek Bridge 9125
Sec. of County Rd. #945 approx.
12 mi. SW of Prospect. (Struc)

C&A 6252 9-19-77

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-12-81	cc 81-64		215-1955-297 215-1012-297 215-1017-297

BILL TO: Code:

Jackson County
200 Antelope Rd.
White City, Oregon 97501
Att: Mr. Robert Carstensen-Dir. of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

QUANTITY **UNIT PRICE** **TOTAL PRICE**

Final Billing: Big Butte Creek Br. Section
This is an OFF SYSTEMS #SOS-1500(2)

County P.E. advance deposit	$ 1,220.00	(by Check)
County Construction advance deposit	85,100.00	(Investment Pool)
Federal Funds Collected	215,000.00	
Less Project Cost	291,676.91	
Refund to County	$ 9,643.09	

(Please send copy of itemized statement with billing)

Advance Deposit Amount	$ 86,320.00
Advance Deposit Previously Transferred to Highway Fund	$ 970.00
Balance	$ 85,350.00
Transfer to Highway Fund	$ 75,706.91
Refund Due	$ 9,643.09
Partial or final request for billing	Final
Number of the previous request in connection with this service.	cc 1782

Amount Due . . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D E Swan
D.E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:**

CITY Jackson **Contract No.** 9125 **Date Completed** Nov.12,1980

PROJECT # SOS-1500(2) **Section** Big Butte Creek Br.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.		$ 17,437.41
Construction		
	Payment to Contractor	$ 248,041.41
	Engineering	26,198.09
		$ 274,239.50

Federal Funds Collected	$215,000.00
County Const. Advance deposit	85,100.00
County P.E. Advance deposit	1,220.00
Total Project Cost	291,676,91
Refund to County	$ 9,643,09

Reference: Billing Form cc 81-64

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Big Butte Creek Bridge County Road No. 945 Jackson County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 8,694.64	
	App. 627 - $8,694.64					
	Construction Type Code X080 Structure, Bridge No. 16344 (Sta. 323+33 To Sta. 325.07)					
	Final Contract Payment Summary	Lump Sum			241,888.11	
	App. 627 - $143,286.71 680 - 98,601.40					
	Total Participating Cost				$250,582.75	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump Sum			$ 6,084.65	
	Interest on Final Payment	All Required			68.65	
	EEO Monitoring Expense	All Required			31.08	
	Construction Engineering	All Required			26,138.74	
	Preliminary Engineering	All Required			8,742.77	
	Total Nonparticipating Cost				$ 41,065.89	
	Total Project Cost				$291,648.64	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/13/81.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. OS-SOS-1500(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 11/29/77 To: 4/17/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			Federal Fund Limited		
291,648.64	$230,582.75	85.80%	$215,000.00	$215,000.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	5/6/81

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
TOTAL TO DATE JOB COST SUMMARY                                                        AUGUST 1981        PAGE  444

                                                                                          FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH     YEAR TO DATE         TO DATE
                                   213    1995       297     00 N 9                                          640.00
                                   213    1995       298     00 N 9         1.53CR           1.53CR        8,370.70
                                   213    1995       901     00 P 1                                        2,989.81
                                   213    1995       905     00 P 1                                          526.15
                                   213    1995       906     00 P 1                                           51.36
                                   213    1995       918     00 P 1                                        1,018.79
                                   213    1995       920     00 P 1                                           28.44
                                   213    1995       921     00 P 1                                          628.28
                                   213    1995       922     00 P 1                                           63.24
                                   213    1995       923     00 P 1                                           32.05
                                   213    1995       926     00 P 1         1.78CR           1.78CR        4,322.90
                                   213    1995       950     00 P 1                                           95.04
                                                     TOT     P1             1.78CR           1.78CR        9,756.06
                                                  ** JOB TOTALS **          1.78CR**         1.78CR**      9,756.06  **

  BIG BUTTE CK BR, CO RD        CONT NO 0000 * FA PROJ NOS OS  500002 100                                            STATE
                                   215    1955       296     00                                            970.00CR
                                   215    1955       296     00 N 9                                      7,460.00CR
                                   215    1955       297     00 N 9                                          970.00
                                   215    1955       298     00 N 9                                        7,460.00
                                   215    1955       901     00 P 1      7,200.00CR       7,200.00CR          276.59
                                   215    1955       901     00 N 1      7,200.00         7,200.00          7,200.00
                                   215    1955       905     00 P 1          1.50CR           1.50CR          924.43
                                   215    1955       905     00 N 1          1.50             1.50               1.50
                                   215    1955       906     00 P 1                                           54.36
                                   215    1955       910     00 P 1                                          226.33
                                   215    1955       911     00 P 1                                          102.16
                                   215    1955       914     00 P 1                                           65.03
                                   215    1955       918     00 P 1        951.02CR         951.02CR        1,521.78
                                   215    1955       918     00 N 1        951.02           951.02             951.02
                                   215    1955       920     00 P 1         91.65CR          91.65CR
                                   215    1955       920     00 N 1         91.65            91.65              91.65
                                   215    1955       921     00 P 1        279.64CR         279.64CR        1,600.83
                                   215    1955       921     00 N 1        279.64           279.64             279.64
                                   215    1955       922     00 P 1          3.96CR           3.96CR           87.86
                                   215    1955       922     00 N 1          3.96             3.96               3.96
                                   215    1955       923     00 P 1                                        1,000.80
                                   215    1955       926     00 P 1                                        2,834.47
                                   215    1955       926     00 N 1                                          215.00
                                                     TOT     00                                            970.00CR
                                                     TOT     P1          8,527.77CR       8,527.77CR       8,694.64
                                                     TOT     N1          8,527.77         8,527.77         8,742.77
                                                     TOT     N9                                              970.00
                                                  ** JOB TOTALS **              **               **       17,437.41  **

  SPTC XING @ MAIN ST-ASHLND    CONT NO      * FA PROJ NOS RRS 840001 100                                            STATE
                                   215    1965       296     00 N 9                                           59.29CR
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BIG BUTTE CREEK BRIDGE        CONT NO 9125 * FH PROJ NOS OS  500002  56 SOS 500002
                              215   1017    201    00 P 1   11,012.61CR    11,012.61CR    143,285.71   80   81
                              215   1017    201    00 P 2    4,927.96       4,927.96       98,601.40   80   81
                              215   1017    201    00 N 1    6,084.65       6,084.65        6,084.65   81   81
                              215   1017    204    00 P 1    2,304.56       2,304.56                   80   81
                              215   1017    204    00 P 2    2,304.56CR     2,304.56CR                 80   81
                              215   1017    206    00 N 1                                     38.44    81   81
                              215   1017    206    00 N 2                                     30.21    81   81
                              215   1017    296    00                                      1,915.24CR  81   81
                              215   1017    296    00 N 9    9,302.54CR     9,878.95CR    292,762.75CR 80   81
                              215   1017    297    00                                      1,915.24    81   81

TOTAL TO DATE JOB COST SUMMARY                                        AUGUST 1981        PAGE  106

                                                                         FISCAL        GRAND TOTAL    ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX     FUNCTION  GR  CURRENT MONTH  YEAR TO DATE    TO DATE      BEG   END
                              215   1017    297    00 N 9                               [illegible].75   80   81
                              215   1017    298    00 N 9    9,302.54       9,878.95      207,540.00   80   81
                              215   1017    9[illegible]0    00 P 1   15,456.47CR    15,456.47CR                 80   81
                              215   1017    9[illegible]0    00 P 2    9,229.00CR     9,229.00CR                 80   81
                              215   1017    9[illegible]0    00 N 1   15,456.47      15,456.47       15,456.47   81   81
                              215   1017    9[illegible]0    00 N 2    9,229.00       9,229.00        9,229.00   81   81
                              215   1017    920    00 P 1       17.73CR        17.73CR                 80   81
                              215   1017    920    00 P 2       13.93CR        13.93CR                 80   81
                              215   1017    920    00 N 1       17.73          17.73           17.73   81   81
                              215   1017    920    00 N 2       13.93          13.93           13.93   81   81
                              215   1017    944    00 P 1       20.30CR        20.30CR                 81   81
                              215   1017    944    00 P 2       15.94CR        15.94CR                 81   81
                              215   1017    944    00 N 1       20.30          20.30           20.30   81   81
                              215   1017    944    00 N 2       15.94          15.94           15.94   81   81
                              215   1017    945    00 P 1       96.52CR        96.52CR                 81   81
                              215   1017    945    00 P 2       75.82CR        75.82CR                 81   81
                              215   1017    945    00 N 1       96.52          96.52           96.52   81   81
                              215   1017    945    00 N 2       75.82          75.82           75.82   81   81
                              215   1017    948    00 P 1        3.69CR         3.69CR                 81   81
                              215   1017    948    00 P 2        2.90CR         2.90CR                 81   81
                              215   1017    948    00 N 1       31.96          31.96           31.96   81   81
                              215   1017    948    00 N 2        2.90           2.90            2.90   81   81
                              215   1017    950    00 N 1                                     46.51    80   81
                              215   1017    950    00 N 2                                     36.54    80   81
                              215   1017    960    00 N 1                                     61.95    80   81
                              215   1017    960    00 N 2                                     48.68    80   81
                              215   1017    985    00 P 1       17.41CR        17.41CR                 80   81
                              215   1017    985    00 P 2       13.67CR        13.67CR                 80   81
                              215   1017    985    00 N 1       17.41          17.41           17.41   81   81
                              215   1017    985    00 N 2       13.67          13.67           13.67   81   81
                                            TOT    00
                                            TOT    P1       24,320.17CR    24,320.17CR    143,285.71
                                            TOT    P2        6,727.86CR     6,727.86CR     98,601.40
                                            TOT    N1       21,725.04      21,725.04       21,871.94
                                            TOT    N2        9,351.26       9,351.26        9,466.69
                                        ** JOB TOTALS **        28.27  **        28.27  **  273,226.74  **
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File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric, Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9125

L

February 23, 1981

Safeco Insurance Company
1500 S. W. First Avenue
Portland, OR 97201

CON 5
#9125

Gentlemen:

Contract No. 9125 awarded to Ross Brothers Construction, Inc. for the Big Butte Creek Bridge on County Road No. 945 in Jackson County was completed on January 15, 1981 and accepted by the State Highway Division on February 17, 1981.

Final payment in the amount of $12,871.92 will be released to the contractor after March 2, 1981. The total contract amount is $247,972.76 including $292.74 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

Jackson
FEB 03 1981
4 - Versteeg
2 - DOC
copy Specs

REFERRED TO
Beard
Cole
Erikson
Hager
Stoudenmeyer
Mann
Watson
Lau
Dorn
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

BIG BUTTE CREEK BRIDGE
COUNTY ROAD NO.945
CONTRACT 9125

NARRATIVE REPORT

This contract was awarded on May 23,1980 to Ross Brothers Construction Inc. of Salem, Oregon.

Jackson County forces constructed a detour and a temporary structure to carry traffic using Crowfoot Road around the work area during the construction of the new structure.

The contractor started work on this project in late June with a crew of four men placing temporary barricades and road closure signs at each end of the structure. Removal of the existing wood and metal structure was started immediately. The removal of the old piers went very fast because there was no rebar to slow down the backhoe mounted jackhammer. Dikes were constructed around the location of bents three and four in early July and general excavation was started in the Class 100 riprap areas.

Structure excavation commenced at bent three. Solid material was found three feet below the elevation shown on the plans. Jackhammers were used to cut the footing one foot into solid rock. The contractor employed an electrical water pump in the excavation which operated twenty four hours a day. This eliminated waiting each morinig for the water to be pumped down. Work on prefabricating forms started as fine grading was completed and the rebar was placed in the footing. Concrete was poured on July 14.

Excavation on bent one and two footings were started next. Forms and rebar placed and concrete was poured on the footings on July 17. The crew had increased to five men by this time.

Two men worked on column wall forms for four days and started setting them at bent three. The rebar was placed and the column was poured on July 24. The wing walls on bent one were formed, rebar placed along with column wall forms and rebar at bent two. These were poured on August 1.

Excavation started at this time for bent four footing. Two days were spent with jackhammers cutting one foot into solid rock. Forms were set and rebar was placed and the concrete was poured on August 7.

Work was started on bent three hammerhead. There was some delay in getting the correct stirrups bent for this bent. Three sets bent before a correct set was shipped to the project.

The column wall for bent four was poured on August 12. The toe trench at bent four was excavated for Class 700 riprap. This material was hauled from Wildish's quarry at Eagle Point. Bent three hammerhead was poured on August 14. Class 700 riprap in the toe trench was completed and then placed on the slope between bents four and five as the hammerhead on bent four was formed, rebar placed and concrete was poured on August 20. The fine grading was completed on bent five footing, rebar placed and concrete poured for the footing on August 21.

The bent two hammerhead and bent five walls were formed and the rebar was placed. These were poured in late August. A seven sack mix was used in the bent five wall to obtain early strength that would allow the deck slabs to be set sooner than normal. Grout pads were formed, wall forms removed and finish work started on column walls.

The stream bed was returned to its normal shape as the falsework was removed from under the hammerheads. All substructure work was complete except for finishing concrete and general cleanup.

In early August, work started on forming the poured in place deck. Twenty four inch wide flange beams cut to fit between columns at span one and two for main support.

Eight precast deck slabs were set at span four in the morning of August 5. One crane was used to set these slabs and no problems were encountered. Timbers were then placed over the slabs and the crane was set up on span four. A second crane was set up between spans two and three on August 8. These two cranes set eight seventy foot precast deck slabs on span three. Again, no problems were encountered. Four of the seventy foot slabs had come parallel cracking on their tops. These cracks had been sealed with epoxy at Morse Brothers yard prior to delivery. Some of these cracks required resealing in the field and a man from the supplier came to the project and resealed these areas. Work continued on falsework for the poured in place deck and riprap. Rebar was placed, guard rail post bolt inserts were placed and the finishing machine was set up on its rails on August 24. The precast slab tie bolts were installed, torqued and grout was placed in the spaces between the slabs. Drilling was started for the dowel pins. This continued until October 21, due to the welds breaking on the drill bit shaft many times.

On August 25, the contractor poured one hundred and three cubic yards of concrete at span one and two. A concrete pump was used to move the concrete from the mix trucks to the pour. The finishing machine worked very well once it got onto the full width of the slab. Some hand finishing was required on the skewed corner at the start of the pour at bent one. The whole slab was covered with plastic sheets for curing.

Guard rail posts were installed, some finish work done on colums and the general cleanup continued. Two men hung guard rail on the structure from October 7 until October 10. On October 15, two men started removing falsework from spans one and two. This was completed in three days, then the area where the supports had been was shaped up and riprap was completed on October 22. All finishing of concrete, final alignment on guard rail was completed on October 28,1980. Only the general cleanup of the contractors work yard and storage area remained. The Jackson County Road Department started clearing and embankment work on October 22.

The contractor incorporated good work practices throughout the project, was aware of safety procedures and followed them and pursued a schedule that resulted in a job that moved smoothly from one phase to another. The project used 161 of the alloted 180 calendar days. The superintendent and his crew were very cooperative with the State personnel and there were no problems encountered that were not resolved with a minimum of time and effort spent to correct them.

One price agreement was written during this contract for $400.00 and one Extra Work Order written for $330.00.

Price Agreement No.1. Bent Three footing was lowered 2.9 feet to obtain the required one foot minimum into solid rock. This increased the concrete in the column by 3.08 cubic yards. Bent four footing was raised 1.6 feet with approval of the Bridge Design Section which met the one foot minimum into solid rock. This decreased the concrete in the column by 1.7 cubic yards. The net adjustment for concrete was 1.38 cubic yards.

Extra Work Order No.1. This was written to pay for the removal of part of a concrete anchor of a cable crossing that was in conflict with the wing wall at bent one.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Big Butte Creek Bridge
Highway: County Road No.945
County: Jackson

Contract Number: 9125
Prefix: 215-1017
F.A.Number: OS-SOS-1500(2)

ITEM	UNIT	ORIGINAL	SEMI-FINAL	+OR-
Bid Items	$	249,003.00	247,264.96	-1
Price Agreements	$		401.46	
Extra Work Orders	$		292.77	
Anticipated Items	$	1,500.00		
Contingincies	$	11,272.64		
Engineering	$	22,545.27	24,783.58	+10
Total	$	284,320.91	272,742.77	-4

All substantial changes were evaluated and none were found to meaningfully affect the total project cost.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Big Butte Creek Bridge

WEEK ENDING: January 17,1981

SECTION PREFIX: 215-1017

HIGHWAY: County Road No.945

COUNTY: Jackson

NAME OF JOB: Big Butte Creek Bridge

KIND OF WORK: Structure

CONTRACTOR: Ross Bros Construction

CONTRACT NUMBER: 9125

FEDERAL AID PROJECT NUMBER: OS-SOS-1500(2)

DATE OF CONTRACT: May 23,1980

DATE WORK STARTED: June 23,1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 180

CALENDAR DAYS USED: 161

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 89

PROJECT AUTHORIZATION: $ 284,320.91

EXCLUSIVE OF ENGINEERING: $ 261,755.64

ENGINEERING AUTHORIZATION: $ 22,545.27

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 249,459.19

ENGINEERING COST TO DATE: $ 24,783.58

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN UNDERRUN: -5 %

PERCENT OF AUTHORIZATION: 110 %

DATE PROJECT WAS COMPLETED: November 12,1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16344						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JAN 19 1981
CONSTRUCTION
BRANCH

[illegible]
Jackson
Hopkins
Williams
Johnson
[illegible]
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The third notification was sent in dated January 15,1981. It is estimated that the semi-final estimate will be sent in prior to the first of February. No further weekly will be submitted from this office.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

7125

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-118 • 5-113
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-23

State	Oregon
County	Jackson
Project Number	OS-SOS-1500(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 19, 19 78,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 291,318.00	$ 291,318.00
	120,400.00-627	130,400.00-627
Federal funds	$ 94,600.00-680	$ 84,600.00-680
Other revisions		

This modification is made for the following reasons:

to utilize appn code 627 funds which are subject to lapse.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of July, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bunon
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon July 8, 1980

Federal Aid Project
No. OS-SOS-1500(2)

Big Butte Creek Bridge
County Road No. 945
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering All Required $ 8,700.00

Type Code X080
Structure, Bridge No. 16344 (Sta. 323+33 to Sta. 325+07)

Total same as previous estimate of May 7, 1980 $282,618.00

Length of Structure------------------0.033 mile

SUMMARY OF FUNDS (85.8%)

Description	Appn Code	Total Cost	Federal Funds	County Funds
P.E.	627	$ 8,700.00	$ 7,460.00	$ 1,240.00
Structure	627	167,422.00	122,940.00	44,482.00
Structure	680	115,196.00	84,600.00	30,596.00
TOTAL		$291,318.00	$215,000.00	$ 76,318.00

Contract No. 9125
Prefixes 215-1955 P.E.
215-1017

912

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 6-117 & 118
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

[illegible]

te Oregon
County Jackson
Project Number OS-SOS-1500(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,700.00	$ 291,318.00
Federal funds	$ 7,460.00	$ 215,000.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6 th day of June, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burton
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 7, 1980

Federal Aid Project
No. OS-SOS-1500(2)

Big Butte Creek Bridge
County Road No. 945
Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code PE			
Preliminary Engineering		All Required	$ 8,700.00
Type Code X080			
Structure, Bridge No. 16344(Sta. 323+33 to Sta. 325+07)			
Mobilization		All Required	$ 19,000.00
Bridge Removal Work		All Required	16,150.00
General Excavation	660 Cu. Yd.	5.00	3,300.00
Toe Trench Excavation	230 Cu. Yd.	8.00	1,840.00
Shoring, Cribbing, Etc.		All Required	11,000.00
Structure Excavation	240 Cu. Yd.	15.00	3,600.00
Structure Excavation Below Elevations Shown	25 Cu. Yd.	25.00	625.00
Structural Concrete, Class 3300	165 Cu. Yd.	All Required	48,000.00
Structural Concrete, Class 4500	110 Cu. Yd.	All Required	27,000.00
4' X 40'/45' Prestressed Slabs	8 Each	2,803.00	22,424.00
4' X 65'/70' Prestressed Slabs	8 Each	5,578.00	44,624.00
Reinforcement (52,000 lb.)		All Required	21,000.00
Metal Rail with tubing	338 Lin. Ft.	45.00	15,210.00
Guard Rail in Stockpile		All Required	5,000.00
Loose Riprap, Class 100	240 Cu. Yd.	15.00	3,600.00
Loose Riprap, Class 700	390 Cu. Yd.	17.00	6,630.00
		SUBTOTAL	$249,003.00
		Engineering	33,615.00
		TOTAL	$282,618.00

Length of Structure - - - - - - -0.033 mi.

SUMMARY OF FUNDS (85.8%)

Description	Approp. Code	Total Cost	Federal Funds	County Funds
Preliminary Engineering	627	$ 8,700	$ 7,460	$ 1,240
Structure (56%)	627	$153,801	112,940	40,861
(44%)	680	$128,817	94,600	34,217
TOTAL		$291,318	$215,000	$ 76,318

Group 1 56% Group 2 44%
Contract No. 9125
Prefix 215-1955
Prefix 215-1017

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-167	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-19-7[illegible]	to Oregon County Jackson Project No. OS-1500(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approx. 6 mi. E. of Trail.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-29-77	0.03
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 85.88

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 8,700	$ 7,480

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Manager
(Title)

By ______

~~State Highway Engineer~~
(Title)

By ______

______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For [illegible] Green

Date executed by
Division Administrator ______

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon April 11, 1978

Federal Aid Project
No. OS-1500(2)

Big Butte Creek Bridge Section
County Road In Jackson County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required	$8,700.00
	Total	$8,700.00

Length of Project. . . . . 0.03 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 8,700.00	$ 7,460.00	$ 1,240.00
Retain In PS&E Structure(Contract)	$131,700.00	$112,940.00	$18,760.00
Total	$140,400.00	$120,400.00	$20,000.00

Group 1 - 100%
Prefix 215-1955 P.E.
Pro Rata 85.8%

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Oregon State Highway Division
Salem, Oregon April 11, 1978

Federal Aid Project
No. OS-1500(2)

Big Butte Creek Bridge Section
County Road In Jackson County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required	$8,700.00
	Total	$8,700.00

Length of Project. . . . . 0.03 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 8,700.00	$ 7,460.00	$ 1,240.00
Retain In PS&E Structure(Contract)	$131,700.00	$112,940.00	$18,760.00
Total	$140,400.00	$120,400.00	$20,000.00

Group 1 - 100%
Prefix 215-1955 P.E.
Pro Rata 85.8%

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6

July 14, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 90005
Project No. SOS-2700(1)
Buell-Mill Cr. Park Section
Polk County

I hereby request your approval of a minor program change on the subject project to delete from the character of proposed work, acquisition of right of way, and construct hightype pavement overlay as indicated on the enclosed PR-9 forms. Preliminary design of the proposed project indicated a cost beyond what the county was able to fund. Therefore, they requested the project be reduced to replacement of the Mill Creek Bridge on existing alignment.

I further request the following:

(1) Authorization to proceed with the PS&E preparation phase of preliminary engineering at an estimated total cost of $11,500 with an obligation of $9,860 in federal funds.

(2) Authorization for construction at an estimated total cost of $230,700 with an obligation of $196,140 in federal funds.

Funds for this request are available from releases in obligations by modification of project agreements on Project No. SOS-OS-0300(6), SOS-OS-1500(2), SOS-OS-2800(1), and SOS-3300(1).

CL:bke

cc: H. Reynoldson

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

July 8, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Project No. OS-2000(1)
Florence/Eugene Hwy.-M.P. 5.7 Section
Lane County

I hereby request your approval of a minor program change on the subject project to withdraw the construction phase as indicated on the enclosed copy of a letter dated May 14, 1980 from Lane County.

Enclosed also is a modification of project agreement which reflects a reduction in preliminary engineering costs on the project.

Approval of the above will release $380,000 in obligated federal funds which we propose to utilize on present joint financial projects OS-SOS-0300(6), OS-SOS-1500(2) and OS-SOS-2800(1) by modification of project agreements.

CL:bke
Enclosures

cc: H. Reynoldson
R. Hacek

1185

May 2, 1980 DES 6

Jackson County Board of Commissioners
Courthouse
Medford, Oregon 97501

Attn: Mr. Robert Carstensen
Director of Public Works
200 Antelope Road
White City, Oregon 97501

Gentlemen:

On May 1, 1980 a satisfactory bid was received from Ross Bros. Construction Inc., 3501 Brooklake Road N., Salem, Oregon 97303 for the Big Butte Creek Br. Section. This is an OFF SYSTEM Project No. OS & SOS 1505(2). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$249,003.00
Temp. Erosion Control	$ 1,000.00
Seeding and Mulching	500.00
4 1/2% Contingencies	11,272.64
9% Engineering	22,545.27
Est. Construction Cost	$284,320.91
Est. P.E. Cost	17,000.00
Est. Project Cost	$301,320.91
Less Federal Funds	-215,000.00
Less P.E. Advance Deposit	- 1,220.00
County Share will be	$ 85,100.91

By rounding the County's advance deposit will be $85,100.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 23, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf
bcc w/AD # 763: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 763
when check is received.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-4-80

FEDERAL AID PROJECT NO.
S-OS-1500(2)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
80058

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO
Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4/14
Orig

DATE PS&E APPROVED
12/15/77

DATE AUTHORIZATION EFFECTIVE
4/9/80

FEDERAL ROUTE NUMBER
Non Federal-aid

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
Big Butte Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
Authorization to advertise

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (*Specify*)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 3/24/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE
4/9/80

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

☆ GOVERNMENT PRINTING OFFICE: 1975 631-555

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                              213   [illegible] [illegible]  [illegible] N 9
                              213   [illegible] [illegible]  [illegible] N 9                     83,[illegible].23     [illegible]        [illegible]  [illegible]
                              213   [illegible] [illegible]  [illegible] P 1       175.61          7,653.16            [illegible]        79    [illegible]
                              213   [illegible] [illegible]  [illegible] N 1                                           [illegible]        79    79
                              213   [illegible] [illegible]  [illegible] P 1                                           [illegible]        [illegible]  [illegible]
                              213   [illegible] [illegible]  [illegible] P 1                                         1,[illegible]        79    79
                              213   1064  [illegible]  [illegible] P 1                        23.07               [illegible]        79    79
                                          TOT    P1                175.61         92,[illegible]       [illegible]
                                          TOT    N1                               1,316.[illegible]     [illegible]
                                      ** JOB TOTALS **             175.61  **     99,141.27   **      129,[illegible].16  **

  SPARXING @ ELK RD SECT       CONT NO        FA PROJ NOS [illegible]017 100                                       STATE
                              215   [illegible] [illegible]  [illegible] N 1                   4,[illegible]                         [illegible]  [illegible]
                              215   [illegible] [illegible]  [illegible] P 1                   2,071.65CR          48,[illegible]    [illegible]  [illegible]
                              215   [illegible] [illegible]  [illegible] P 1                                        1,[illegible]    [illegible]  [illegible]
                              215   [illegible] [illegible]  [illegible] N 9                   2,[illegible]       [illegible]       [illegible]  [illegible]
                              215   [illegible] [illegible]  [illegible] N 9                   2,[illegible]CR     43,[illegible]    [illegible]  [illegible]
                              215   [illegible] [illegible]  [illegible] P 1                   [illegible]         [illegible]       [illegible]  [illegible]
                              215   [illegible] [illegible]  [illegible] P 1       32.60       [illegible]         [illegible]       [illegible]  [illegible]
                              215   1001  [illegible]  [illegible] P 1                                             [illegible]       79    79
                                          TOT    P1                 32.60          2,[illegible]CR     48,422.05
                                          TOT    N1                                [illegible]
                                      ** JOB TOTALS **              32.60  **      2,[illegible].44  **  48,422.05  **

  BIG BUTTE CR BR CTY RD 945   CONT NO        FA PROJ NOS [illegible] 100                                          STATE
                              215   1012  [illegible]  [illegible] P 1         18.54          18.[illegible]       1,[illegible]     [illegible]   80
                                          TOT    [illegible]            18.[illegible]    18.[illegible]       1,[illegible]
                                      ** JOB TOTALS **              18.54  **      18.54  **       [illegible]  **

  UPRR XING STRAHN RD(BIRCH LN CONT NO        FA PROJ NOS [illegible]033 100                                       STATE
                              216   1047  [illegible]  [illegible] N 1                   5,[illegible]CR     [illegible]CR     [illegible]  79
                              216   1047  [illegible]  [illegible] P 1                   [illegible]         [illegible]       [illegible]  [illegible]
                              216   1047  [illegible]  [illegible] N 9                   [illegible]CR       [illegible]       [illegible]  [illegible]
                              216   1047  [illegible]  [illegible] N 9                   24,[illegible]      [illegible]       79    [illegible]
                              216   1047  [illegible]  [illegible] P 1                   [illegible].22      [illegible]       [illegible]  [illegible]


TOTAL TO DATE JOB COST SUMMARY                                                     MARCH 1980        PAGE 106
                                                                                     FISCAL          GRAND TOTAL     [illegible]
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX         FUNCTION   GR   CURRENT MONTH    YEAR TO DATE        TO DATE       [illegible]  [illegible]
                              216   [illegible]   [illegible]  [illegible] N 1                                       [illegible]        [illegible]  [illegible]
                              216   1047   [illegible]  [illegible] P 1                                             1,[illegible]       [illegible]  [illegible]
                              216   1047   915   [illegible] P 1                            16.30                   [illegible]        [illegible]  [illegible]
                              216   1047   [illegible]  [illegible] P 1                                             [illegible]        79    79
                                          TOT    P1                                 26,[illegible]      5[illegible]
                                          TOT    N1                                  5,[illegible]CR     5,[illegible]CR
                                      ** JOB TOTALS **                        **    21,[illegible]  **  [illegible]  **
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
March 14, 1980
Salem, OR 97310

Tony

FROM: Anthony J. George, Eng. Coordinator
Environmental Section

SUBJECT: Noise Study Reports for Plans and Specifications preparation

TO: J.H. Versteeg
Engineering Section

Attached are completed noise study reports. These are being forwarded so that pertinent noise data may be incorporated in the preparation of project plans and specifications.

This submittal is not our noise clearance memo.

AJG:ct

Attachments: Noise Study Reports:

1. Mt. Scott Noise Barrier
   SE 92nd Avenue to Lester Avenue
   East Portland Freeway (I-205)
   Portland, Multnomah and Clackamas Counties

2. Big Butte Creek Bridge
   Crowfoot Road
   Jackson County

3. Dean Creek Bridge
   Umpqua Highway
   Douglas County

4. Ferguson Road-Tekampe Road
   Knott Road, Bend
   Deschutes County

___Versteeg___
___Anderson___
___Christensen___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

RECEIVED
MAR 17 1980
ROAD DESIGN SECTION

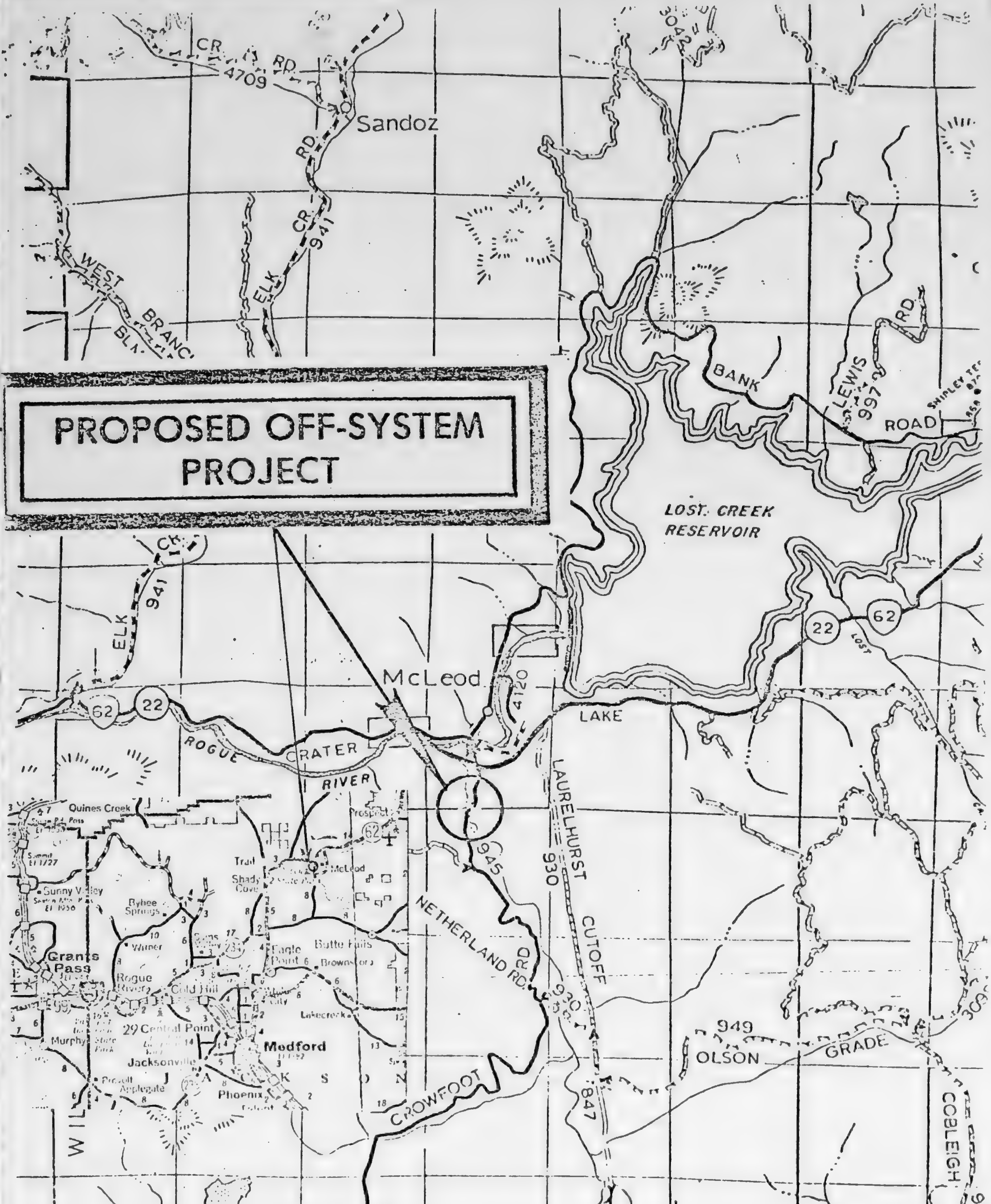
Do Not File ☐
Return To ___
Bring ___/___
Action ___

NOISE STUDY REPORT

Big Butte Creek Bridge
County Road, Crowfoot Road
Jackson County

Prepared by
Oregon Department of Transportation
Technical Services Branch
Gerald Morrison, Assistant Environmental Engineer

August, 1978



PROPOSED OFF-SYSTEM PROJECT

CR.
RD.
4709
Sandoz
RD.
CR.
941
ELK
WEST
BRANCH
3042
BANK
LEWIS
997
RD.
ROAD
SHIPLEY
LOST CREEK
RESERVOIR
22
62
LOST
ELK
941
CR.
McLeod
4120
62
22
LAKE
ROGUE
CRATER
RIVER
945
930
LAURELHURST
CUTOFF
NETHERLAND RD.
RD
930
Quines Creek
Prospect
62
Trail
McLeod
Shady Cove
Bybee Springs
Wimer
Sams Valley
234
Eagle Point
Butte Falls
Brownsboro
Grants Pass
Rogue River
Gold Hill
Lakecreek
29 Central Point
Medford
Murphy
Jacksonville
Applegate
Phoenix
Sunny Valley
Summit
949
OLSON
GRADE
COBLEIGH
949
CROWFOOT
847
PVT
945
McN
WIL

Big Butte Creek Bridge
2015 Co. Rd. Crowfoot Road
Jackson County

I. Description of Project

The project will replace a structurally deficient single-lane bridge with a 2-lane bridge on Crowfoot Road, 0.8 miles south of McLeod. The existing structure carries a load limit of 11 tons. Construction will also replace the timbered approaches as well as make minor ajustments in the bridge approach alignment.

Uncontrolled access along the project classifies this as a Type 1-B project, according to FHPM 7-7-3.

II. Detailed Noise Analysis

A. Activities or Land Uses Adjacent to Project

The surrounding area is rural in nature. The zoning is rural residential and several residences are clustered in the immediate area. Five single-family homes and one grange hall are located within the project limits. Three of the four quadrants of the crossing site are occupied by residences.

B. Traffic Noise Analysis and Impacts

It was initially thought that the removal of the existing load limit of Big Butte Creek Bridge would lead to an increase in heavy truck traffic (mostly logging) resulting in significantly higher noise levels. Further investigation revealed, however, that the potential for heavy log truck traffic on Crowfoot Road is minimal.

Large timber land holdings which Crowfoot Road would serve if logged is owned by the Bureau of Land Management. The Bureau currently does not have plans to cut timber on this land. This area's timber potential is regarded not to be highly productive and is classified as low intensity forest land by the BLM. The Bureau indicated that the only logging traffic that could be expected on Crowfoot Road at Big Butte Creek Bridge would be for occasional maintenance (e.g. high winds, fire, etc.). Therefore, a significant increase in noise levels is not expected by having the load limit removed.

Field observation revealed light vehicular traffic volumes at the project area. An average daily traffic count of 161 for 1978 and projected 20 year growth factor of 1.7 was reported by Jackson County. The traffic volumes used in the noise prediction analysis are shown in Table 1. High peak hour traffic volumes are assumed. Twenty percent volumes were used for the peak hour condition, twenty-five percent of which were assumed to be heavy truck traffic.

TABLE 1

TRAFFIC DATA

	Average Daily Traffic Total Volume	Peak Hour Total Volume	Peak Hour Trucks
1978	161	32	8
1998	274	55	14

The FHWA Highway Traffic Noise Prediction Nomograph was used to predict noise levels at 30 feet from the road centerline to determine if residences (receptors) adjacent to Crowfoot Road would be impacted. The 30 foot distance coincides with the highway right-of-way line. The prediction method utilizes the vehicular speeds as well as the volumes given in Table 1. Existing peak hour traffic produces a L_{eq} of 60 dBA at the right-of-way line. The 1998 projection yields a L_{eq} of 62 dBA, still below design levels. These noise levels satisfy the L_{eq} 67 dBA design level (this level is given in FHPM 7-7-3 as maximum level for residences, schools, churches, and other residences listed in Category "B," exhibit 1). No traffic noise impacts are anticipated for this project.

III. Construction Noise Analysis

Areas adjacent to the project will also be exposed to additional noise levels during construction. These noise levels will come from the construction equipment used. Table 2 shows typical ranges of noise levels for construction equipment (at 50 feet) which might be used during construction. Residences adjacent to the right-of-way will be exposed to high noise levels from construction equipment. A possible means of mitigating this construction noise would be by the temporary placement of sound barriers. Sound reducing barriers, however, should be long enough or situated so as to prevent the flanking of noise around the ends of barriers. Barriers must also be continuous without breaks or holes to be effective. On this project barrier length is restricted due to the river opening and residences requiring direct access to the roadway. Therefore, design of temporary sound barriers is not feasible.

Construction noise, although shorter in duration, can be quite annoying, especially during quieter periods. Another means of mitigating construction noise could be by prohibiting construction work on Sundays, legal holidays, and on other days between the hours of 10:00 p.m. and 6:00 a.m. In this manner, construction noise would not protrude into the quieter nighttime period. This requirement will be included in the construction specifications. Exceptions to this requirement may be approved by the project engineer.

During construction, Crowfoot Road will be closed to traffic at the river crossing. The absence of vehicular related noise levels, due to bridge replacement work, will help to offset construction noise.

IV. Local Coordination and Notification

Bill Gaddis, Deputy Public Works Director for Jackson County, was contacted by phone and informed of the noise study being conducted on this project. Inquiry was made by this office for present and future traffic projections on Crowfoot Road.

Projected traffic noise levels are not in conflict with the FHWA design noise levels for land use activity category B (see exhibit 1) outside of the road's right-of-way in 1998.

A copy of this report along with the FHWA policy on land use will be sent to the Jackson County Planning Department for their information.

February 20, 1980

PRO 6

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: SOS-Safety Projects

We wish the following list of projects to be considered safety.

		FEDERAL FUNDS
SOS-1500(2)	Big Butte Creek - Jackson County	$ 220,000
SOS-2204(1)	Ames Creek Culvert - Sweet Home	64,500
SOS-3000(2)	Birch Creek(Sparks) Br.-Umatilla County	215,000
SOS-3300(1)	Upper White R. (Crossing Rd.) Br.,Wasco Co.	220,000
SOS-0902(1)	Deschutes R. (Sheep) Br. - Rd. District #6	64,500
SOS-0103(1)	Powder R.(Broadway) Br. - City of Baker	66,000
SOS-3600(1)	N. Yamhill R. (Oakridge)Br.-Yamhill Co.	220,000
		$1,070,000

Would you please so indicate in the programming of each of the projects.

HR:pf

cc: Cliff Laux

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

DERAL AID PROJECT NO.
S-OS-1500(2) (Safety)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
80058

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
STate Highway Engineer
Salem, Oregon

Jack Ayers

DATE PS&E APPROVED
12-15-77

DATE AUTHORIZATION EFFECTIVE
~~1-29-80~~
FEB 15 1980

FEDERAL ROUTE NUMBER
Non Federal aid

STATE ROUTE NUMBER
County road

GENERAL LOCATION:
Big Butte Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* See below
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3-6-79 I approve the program change adding appropriation Code 680 to joint finance the construction phase of the subject project. Also, as requested, I approve the revised construction costs to a TEC of $241,960 with Federal participation limited to $94,600.

(Incr in Funds TEC $110,260 - F.F. $94,600)

DATE
1-29-80

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-915

STATE OF OREG   INTERO CE MEMO

TO: FILES

DATE: May 22, 1979

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: SOS Programs
Redistribution Obligated Funds

Attached list of 6 partially funded SOS projects shows 5-7-79 status and priority of readiness. Based on it and the 3-22-79 Alternative Two the following rank order possibilities exist for the approximate $50,000 of available funds:

1) Sweet Home is the only entity not proposing to cutback or fund the difference with their own funds.

2) On 5-16-79 Jackson County rejected bids on their project and become the next entity deserving the $50,000 if Sweet Home doesn't use the funds. ✓ 5/23/79 Confirmation of rejection to E. S. Hunter by W. [illegible]

3) If Jackson County doesn't elect to proceed under two above, then it appears appropriate to redistribute any remaining funds to projects in order of readiness.

GWW:pf
Attachment

cc: Bill Penhollow
Noel Klein
Region Federal Aid Specialists

5

81-125-1387

DIVISION
COLUMNAR TABULATION SHEET

SDS PARTIAL FUNDED PROJECTS

BIA	RAINIER, DST.- H ST.	[illegible]		[illegible] 3	HOLD - REWORK
SON	BIG BUTTE CR. BR.		S	[illegible] 1	HOLD - CO. PAY 100% FUNDS ADD.
)	SWEET HOME, AMES CR. CULV.			12/15/[illegible] 2	HOLD
OW	PAUL SMITH ROAD-S. MAIN ST.	9.5		5	HOLD - REWORK
TILLA	BIRCH CR. (SPARKS) BR.			[illegible] 4	HOLD - REWORK
CO	UPPER WHITE R. (CROSSING RD.) BR.		S	6	HOLD. CO. PAY 100% FUNDS ADD.

Copy to [illegible] 5-15-79
Held to program

61-736-3467

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

5/15/79

SOS PE FUNDED PROJECTS

{As they appear on the
{Schedule

SHT.

				DISPOSITION	AVAIL. EE (OBL)			PROGRAM		
ER	POWDER R. (BEAVER CR.) BR		0100 (2)	PS&E	0			12/79		5
ER	BAKER, POWDER R. (BROADWAY) BR.		0103 (1)	PS&E	0			1/80		6
TON	SULPHER SPR'S & SOAP CR. RDS		0200 (1)	PS&E	0			10/80		8
K.	BONNIE LURE PARK BR.		0300 (7)	PS&E	0			1/80		6
K.	SCOGGINS RD - 362ND DR.		0300 (5)	PS&E	0			[illegible]	2/13/79	9
S	INGERSOL - KRUSE WAY		0602 (1)	F.S.	4,000			11/79		4
K	OLD DRY CR. - OCHOCO HWY.	X	0700 (2)	SHELVE	8,810			11/79		~~4~~
HUTES	DESCHUTES R. (SHEEP) BR.	X	0902 (1)	SHELVE	4,710			11/79		~~4~~
LAS	CANYONVILLE, I5 - MAIN ST		1004 (1)	F.S	4000			10/79		3
T	N. FK. JOHN DAY RIV. (RITTER RD) BR.		1200 (2)	PS&E	0	(EXCESS SHIFTED)		12/79		5
MATH	SPRAGUE RIV. (GODOW) BR.	X	1800 (3)	CANCEL	0	(EXCESS SHIFTED)		1/80		6
N	THOMAS CR. (JORDAN RD) BR.		2200 (2)	PS&E	0		Neg. Declaration	10/80		~~8~~
EUR	JORDAN CR. (DANNER) BR.		2300 (2)	PS&E	0			12/79		5
	BUELL - MILLER CR. PARK		2700 (1)	PS&E	0		Neg Declaration	6/81		~~2~~
TILLA	McKAY (SUMAC & PLATT) BRS.		3000 (3)	FS	15,000			1/81		1
ATILLA	POWER LINE RD @ HWY. 730		3000 (4)	FS	2,000			11/79		4
LLOWA	ENTERPRISE, ALAMO - GREENWOOD		3201 (1)	FS	3,000			8/79		2
HINGTON	ROCK CR & 185th BRS.		3400 (2)	PS&E	0			12/79		5
HUTES	FURGESON - TECAMPE		0900 (1)	FS	10,000			7/79		1
mhill	N Yamhill R (Oakridge) Br		3600 (1)	PS&E	0			6/80		7
	EXCESS PE(EE) AVAILABLE FOR OTHERS PROJ.				$51,520					

PROJECT SECTION		COMMITTED (F.E)		FY	AMT. NEEDED	CONTRACT	SCHED.
~~Hubbard Rd - Broadacres Rd.~~	Marion Co FAS	TOTAL	335,390	'76 Changed to FAS-C	302,239	No	29 Mar. 79
Lincoln St - Main St.	Mt. Angel	TOTAL	78,000	'76	–	Yes	–
UPRR X'ing (Patterson Fer. Rd)	Morrow	TOTAL	58,500	'76	–	Force Acct.	–
Willow Cr. (Morgan St.) Br. -	Heppner	TOTAL	78,000	'76	–	Yes	–
Tillamook Riv. (Barton) Br.	Tillamook Co	TOTAL	351,000	'76	–	Yes	–
Birch Cr. (Sparks) Br.	Umatilla Co	PE	5,570	'77	–	No	26 Jul. 79
McKay Cr. (Hornecker)	Wash Co	TOTAL	148,604	'76	–	Yes	

[illegible] PROJECTS NOT OBLIGATED (PE OR CONSTR)

Little Deschutes R. (Br. Dr.) Br.	Deschutes Co ✓	TOTAL	50,000	'79 [illegible]	50,000	No 13	F2Q80
Otter Dr. - South (1.8 mi)	Deschutes Co ✓	TOTAL	66,000	'79 [illegible]	66,000	No 13	NON-
Calapooia Cr. (Fair Oaks) Br.	Douglas Co ✓	TOTAL	215,000	'78 [illegible]	215,000	No [illegible]	7-26-79
Rigdon & S. Fk. Rds (USFS)	Lane Co. ✓	TOTAL	215,000	'78	215,000	No 13	[illegible]
S. 70th & S. 71st Sts	Springfield ✓	TOTAL	52,000	'78 [illegible]	52,000	No 12	NON-
Elanco Ln. - Donovan Dr.	Eugene ✓	TOTAL	46,408	'78 [illegible]	46,408	No 12	NON-
Amazon Chan. Br.	Eugene ✓	TOTAL	93,600	'77 [illegible]	93,600	No 12	NON-
Coronado Shores Rd. Dist.	Lincoln Co ✓	TOTAL	64,500	'78	64,500	No 11	NON-
N. Main St. & Columbia Ave	Boardman ✓	TOTAL	66,000	'79 [illegible]	66,000	No 12	6-28-7[illegible]
Denton, Brentwood, Uglow Aves.	Dallas ✓	TOTAL	66,000	'79 [illegible]	66,000	No 12	NON-
Tillamook City Sts	Tillamook ✓	TOTAL	66,000	79 11/28/78	66,000	No 12	NON-
S. Yamhill, E. Wash., E. Polk	Carlton ✓	TOTAL	66,000	79 [illegible]	66,000	No 12	NON-

May 22, 1979

Wm. J. Goddis, Deputy Director
Department of Public Works
Jackson County
200 Antelope Road
White City, Oregon 97501

SUBJECT: Big Butte Creek Bridge
Crowfoot Road
Jackson County SOS Project

Dear Mr. Goddis:

We rejected the low bid of Ausland Construction, Inc., May 16, based on verbal word and your letter of that date. We will "hold" the commitment to construct this project as soon as Federal SOS funds become available.

In the meantime, we will temporarily redistribute the $120,400 of Federal funds that you don't need until additional SOS funds become available. Sweet Home is the first candidate. Jackson County is next in line if the Sweet Home project falls through. If it doesn't, the funds will temporarily go to the next in line.

As to funding with Special Bridge Replacement funds, you need to inspect the existing structure and report, if you haven't already done so, to John Wood, Bridge Maintenance Engineer, 885 Airport Road, Salem, Oregon 97310, Phone: 378-6528.

Very truly yours,

Gerald Wimer
Local Government Engineer

GWW:pf

cc: Bill Penhollow
Walt Hart
John Wood
Jack Ayres

NOTED
W. H. TEBEAU

200 Antelope Road
White City, Oregon 97501

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

May 16, 1979

DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, OR 97310

ATTENTION: Gerald Wimer,
LOCAL GOVERNMENT ENGINEER

RE: Big Butte Creek Bridge #275
Crowfoot Road
Jackson County

Dear Mr. Wimer:

Since the low bid on subject project was more than 16% greater than the State's estimate, our County Board of Commissioners has elected to reject the project.

We would like the project to be put on "hold" until it is known if supplemental funding of the S.O.S. program is to be approved or abandoned.

If the S.O.S. program does not receive fiscal 1979 supplemental and/or fiscal 1980 funding, we would like this project to receive as high a priority as possible on any subsequent bridge replacement programs.

Very truly yours,

Robert J. Carstensen
DIRECTOR OF PUBLIC WORKS

By: Wm. J. Gaddis
DEPUTY DIRECTOR

WJG/sdw

cc: Jack Ayres
Gene Earl

cc Mecnab 5-21-79

200 Antelope Road
White City, Oregon 97501

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

May 16, 1979

DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, OR 97310

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Very truly yours,

Robert J. Carstensen
DIRECTOR OF PUBLIC WORKS

Wm. Gaddis

By: Wm. J. Gaddis
DEPUTY DIRECTOR

WJG/sdw

cc: Jack Ayres
Gene Earl

cc Macnab 5-21-79

PROJECT MANAGEMENT
PME ☐ CCE ☐ CM ☐
IGF ☐ FAE ☑ CFE ☐
MAY 1[illegible] 1979
File: PM FA
IG GP
TM

STATE OF OREGON　　INTEROFFICE MEMO

TO: Mr. D. H. Moehring
Asst. State Highway Engineer

DATE: May 14, 1979

FROM: Walter J. Hart
Walter J. Hart
Bridge Engineer

SUBJECT:
Analysis of Bridge Projects
Bid on May 10, 1979

Low bids for projects 5, 7 and 9 received on May 10, 1979 were all above the 7% allowance over the Engineer's Estimate.

Project 5	Engr's Est.	Low Bid	% Over
Beaver Slough (Mclean) & Clatskanie (Erickson & Inglis) Bridges	$607,595.00	$783,497.00	29

This project has been referred to Columbia County's consultant engineer for review and recommendations.

Project 7		Engr's Est.	Low Bid	% Over
Big Butte Creek Bridge	50>	$218,149.00	$253,336.00	16.2

Only two bids were received on this project and varied by $2,000.00. The lack of bidding interest reflects the abundance of work available in the combined private and public sectors.

Three areas of the Engineer's Estimate were in error as follows:

1. Shoring and cribbing should have been $12,000.00 ($5,000.00 each at Bents 3 and 4 and $2,000.00 at Bent 2) rather than $5,000 for the entire project.

2. The cost of hauling of the prestressed slabs to the extreme southern end of the state was erroneously evaluated. Proper calculation for this item would increase the cost of the project by $7,000.00.

3. The unit prices used for the structural concrete were too low in consideration of geographic location of the project and the rising cost of cement and labor. A realistic average unit price of $255.00/yd.^{3} rather than the $210.00/yd.^{3} would increase the project cost by $13,000.00.

1-125-1387

The Engineer's Estimate, revised to reflect the above factors, would be $245,000.00. The low bid was 3.4% over the revised estimate.

It is our opinion that nothing can be gained by readvertising for this construction season. Advertising the project late in the year for construction in 1980 might attract more bidders, but that advantage would probably be offset by the effects of inflation.

Postponement of the award will create a problem with timing of the river work. The State Land Board permit requires that work in the river be done between June 15 and September 15.

Recommend award to the low bidder subject to concurrence by Jackson County.

Project 9	Engr's Est.	Low Bid	% Over
Banfield Interchange	$106,731.00	$148,924.00	39.5

Only two bids were received on this project. The second bidder was 178% over the Engineer's Estimate. It is felt that this is unresponsive bidding and recommend rejection of all bids. The plans will be reviewed for simplification of details and mitigation of traffic handling problems prior to readvertising.

LLW:dh

cc C. T. Keasey

cc: E. S. Hunter 5-14-79
Gerald Wimer

May 11, 1979

Jackson County Board of Commissioners
Courthouse
Medford, Oregon 97501

Attn: Mr. Robert Carstensen
Director of Public Works
200 Antelope Rd.
White City, Oregon 97501

Gentlemen:

On May 10, 1979, the lowest of two bidders on the Big Butte Creek Bridge Section OS & SOS 1500(2) was Osland Construction Inc. Which bid is approximately 16% greater than our estimate. Since this is above the 10% limit, it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project, the following advance deposit is required.

Bid Items	$253,446.00
Seeding & Mulching	500.00
4 1/2% Contingencies	11,427.37
9% Engineering	22,855.14
Estimate Cost of Construction	$288,228.71
Estimate Cost of PE	16,000.00
Estimate Total Project Cost	$304,228.71
Less Federal Funds	-120,400.00
Less PE Advance Deposit	- 1,220.00
COUNTY SHARE	$182,608.71

By rounding the Advance Deposit will be $182,600.00

Please make your check in the amount of $182,600.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 1, 1979.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Engineer

HR:pf

bcc w/AD # 632: Vern Skoog - Please return completed AD # 632
when check is received.
Region 3 Federal Aid Engineer Jack Ayres

1

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

4-18-79

LETTER OF APPROVAL /OR AUTHORIZATION

FEDERAL AID PROJECT NO.	OS-1500(2)
STATE PROJECT NO.	See below
COUNTY NAME	Jackson
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO

ITEM NO. 80058

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO Moehring
FOR

4-25
orig
to

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Non Federal-aid
12-15-77	4-18-79	STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Big Butte Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated February 28, 1979 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-18-79		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Date 4/3/79 PROJECT MANAGEMENT OFFICE MEMO

Subject Big Butte Cr. Br., Jackson Co. SOS Proj. File No.

Received (call) ~~(visit)~~ from Jack Ayres

Address ROSEBURG

Made (call) (visit) to Phone

Reason for contact and general discussion: Jackson County wants Big Butte Cr. Br. back on schedule as soon as possible. They have $120,400 in Fed. Funds already obligated. County will pick up the difference. Latest estimate shows $250,000 constr. and $15,000 P.E.

Sullivan says he can get the project ready for the May 10 letting

CC Jack Ayres
Jack Sullivan 4/3/79

Signature

File (1) ( ) (2) ( ) (4) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

N 2.

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                                  215   [illegible]  [illegible]  00 P 1                                                142.00
                                  215   1932   918    00 P 1                                                 478.99
                                  215   1932   921    00 P 1                                                 717.20
                                  215   1932   926    00 P 1                                                 2?1.10
                                  215   1932   950    00 P 1                                               7,892.43
                                               TOT    P1                                                   7,892.43  **
                                            ** JOB TOTALS **             **              **                7,892.43  **

                                                                                                                00      STATE
 SPRR XING @ ELK RD. MEDFORD      CONT NO         FA PROJ NOS RR0000S017 100
                                  215   1947   296    00 N 9                             515.71CR            675.00CR
                                  215   1947   298    00 N 9                             515.71              675.00
                                  215   1947   901    00 P 1                             579.76              865.63
                                  215   1947   905    00 P 1                                                 133.59
                                               TOT    P1                                 579.76              999.22
                                            ** JOB TOTALS **             **              579.76   **         999.22  **

                                                                                                                00      STATE
 BIG BUTTE CK BR. CO RD           CONT NO         FA PROJ NOS OS  500002 100
                                  215   1955   296    00                                                     970.00CR
   (PE)                           215   1955   296    00 N 9                                               7,460.00CR
                                  215   1955   297    00 N 9                                                 970.00
                                  215   1955   298    00 N 9                                               7,460.00
                                  215   1955   901    00 P 1        29.04                81.61             7,446.31
                                  215   1955   905    00 P 1        69.54               518.74               648.67
                                  215   1955   906    00 P 1                             16.62                16.62
                                  215   1955   910    00 P 1                                                 226.33
                                  215   1955   911    00 P 1                            102.16               102.16
                                  215   1955   918    00 P 1                            816.31             2,472.00
                                  215   1955   921    00 P 1       359.57               673.13               673.13
                                  215   1955   922    00 P 1         9.52                70.19                70.19
                                  215   1955   923    00 P 1         3.12               906.34               906.34
                                  215   1955   926    00 P 1                             16.76             2,834.47
                                  215   1955   926    00 N 1                                                 215.00
                                               TOT    00                                                     970.00CR
                                               TOT    P1           470.79             3,201.86            15,597.02
                                               TOT    N1                                                     215.00
                                               TOT    N9                                                     970.00
                                            ** JOB TOTALS **       470.79  **         3,201.86  **        15,812.02  **

                                                                                                                00      STATE
 UPRR XING @ STRAUN RD            CONT NO         FA PROJ NOS RRO 00S033 100
                                  216   1972   296    00 N 9                             343.51CR            343.51CR



                                                                                     MARCH 1979          PAGE  619
 TOTAL TO DATE JOB COST SUMMARY
                                                                                       FISCAL            GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR   CURRENT MONTH   YEAR TO DATE         TO DATE
                                  216   1972   298    00 N 9                             343.51              343.51
                                  216   1972   905    00 P 1                                                 1?0.63
                                  216   1972   914    00 P 1                             188.70              381.63
                                               TOT    P1                                 188.70              381.63
```

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                                                                                      142.00
                              215   1932    918     00 P 1                            478.99
                              215   1932    921     00 P 1                            7[illegible]7.20
                              215   1932    926     00 P 1                            [illegible]1.10
                              215   1932    960     00 P 1                          7,892.43
                                            TOT     P1                              7,892.43
                                        ** JOB TOTALS **         **          **     7,892.43  **

                                                                                      00       STATE
SPRR XING @ ELK RD. MEDFORD    CONT NO        FA PROJ NOS RR0000S017 100
                              215   1947    296     00 N 9              515.71CR      675.00CR
                              215   1947    298     00 N 9              515.71        675.00
                              215   1947    901     00 P 1              579.76        [illegible]5.63
                              215   1947    905     00 P 1                            133.59
                                            TOT     P1                  579.76        999.22
                                        ** JOB TOTALS **         **     579.76  **    999.22  **

                                                                                      00       STATE
BIG BUTTE CK BR. CO RD         CONT NO        FA PROJ NOS OS  500002 100              970.00CR
(PE)                          215   1955    296     00                              7,460.00CR
                              215   1955    296     00 N 9                            970.00
                              215   1955    297     00 N 9                          7,460.00
                              215   1955    298     00 N 9                          7,446.31
                              215   1955    901     00 P 1     29.04       81.61        848.67
                              215   1955    905     00 P 1     69.54      518.74         16.62
                              215   1955    906     00 P 1                 16.62        226.33
                              215   1955    910     00 P 1                              102.16
                              215   1955    911     00 P 1                102.16      2,472.00
                              215   1955    918     00 P 1                816.31        673.13
                              215   1955    921     00 P 1    359.57      673.13         70.19
                              215   1955    922     00 P 1      9.52       70.19        906.34
                              215   1955    923     00 P 1      3.12      906.34      2,834.47
                              215   1955    926     00 P 1                 16.76        215.00
                              215   1955    926     00 N 1                              970.00CR
                                            TOT     00
                                            TOT     P1        470.79    3,201.86     15,597.02
                                            TOT     N1                                  215.00
                                            TOT     N9                                  970.00
                                        ** JOB TOTALS **      470.79 ** 3,201.86 **  15,812.02  **

                                                                                      00       STATE
UPER XING @ STRAUM RD          CONT NO        FA PROJ NOS RRO 00S033 100
                              216   1972    296     00 N 9              343.51CR      343.51CR




TOTAL TO DATE JOB COST SUMMARY                                        MARCH 1979      PAGE  619
                                                                        FISCAL      GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX     FUNCTION   GR CURRENT MONTH  YEAR TO DATE   TO DATE
                              216   1972    298     00 N 9              343.51        343.51
                              216   1972    905     00 P 1                            1[illegible].63
                              216   1972    914     00 P 1              188.70        [illegible]1.63
                                            TOT     P1                  188.70        381.63
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March 8, 1979

Mr. Bob Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, Oregon 97501

SUBJECT: Big Butte Creek Bridge
Jackson County SOS Projects

Dear Mr. Carstensen:

In Jack Ayres absence, Bob Prange of this office called you direct with the disconcerting news that there are insufficient Federal funds to fully fund the subject project. It had to be removed from the March 29 bid opening. Details on the reason is contained in my attached March 7 memo to the files.

You asked Bob Prange to expedite in writing details of the apparent alternatives:

1) Jackson County could shelve this project until Congress makes a further appropriation. Of course, Congress may terminate this program and make no further appropriations to.

2) Fortunately we previously programmed $120,400 of Federal funds for this project. Jackson County could elect to pay with their own funds the $143,000 difference from the presently estimated $263,120 cost. Even if the project were fully funded with $215,000 of Federal funds the County match would have been $47,000. This option requires an additional $96,000 of County funds.

3) The project could possibly be funded from the (Special) Bridge Replacement (SBR) Program. This requires an inspection report and 3 to 4 months time to compute the deficiency rating. Over

Note: 3/14/79
Met with J. Ayres & B. Carstensen,
Bob would like to let job in June &
give him time to review fund status
of Cnty and budget process, with
to Bd of Comm's. also alternate means
of financing project
Don

> 200 candidates are already in the pipe line for the very limited funds. Likely the program will be fully committed shortly after deficiency ratings are determined for those earlier candidates.

We would appreciate your thoughts through Jack Ayres as to how you would like us to proceed.

Very truly yours,

Gerald Wimer
Local Government Manager

GWW:pf
Attachments

cc: Jackson County Board of Commissioners
H. S. Coulter
E. S. Hunter
C. T. Keasey
A. Shirley, Jr.
Buz Swan
Jack Ayres

JACKSON COUNTY
[illegible] CREEK BRIDGE

Original Appropriation $215,000 (Fed Funds)
Amount Obligated $120,400 " "
Engineer's Estimate $263,120 (TOTAL FUNDS

[illegible] Estimate (3rd + 5/79 - $[illegible]) ([illegible] remit.)
County's [illegible] $143,0[illegible] (w/$120,400 oblig.)
Difference $96,[illegible]

STATE OF OREG INTEROF E MEMO

TO: FILES

DATE: March 7, 1979

FROM: Gerald Wimer
Local Government Manager

NOTED
E. S. HUNTER

SUBJECT: Safer Off-System (SOS) Roads Program

Assistant FHWA Division Administrator Vernon V. Cusack called this date to advise that the national first come, first served Off-System funded is bankrupt. The $88 million reported in that fund just a few weeks ago has all been obligated. His office can accept no new PR 37 obligational requests.

Subsequently determined this necessitates pulling Jackson County's Big Butte Creek Section and Marion County's Hubbard-Broadacres Road-Case Road Section from the March 29 bid opening.

His office will continue to process conversions from regular Off-System funding to Safety Off-System funding. It may not be necessary to balance these accounts, but we should make every effort to do so. He also indicated we may be requested to do some de-obligation.

He is very skeptical of any further funding of this particular program. If that holds true we could have 1979 projects taking precedence over 1976 projects, such as Hubbard-Broadacres Road-Case Road project. He was leery about trying to reprogram the 1979 projects to cover the older higher ranking projects.

They may forgive PE on projects started but not advanced to construction. We should review all projects not yet obligated for construction on which the survey has not been started or is just in the beginning. Termination of such PE could save the local match.

The Local Government office is preparing a status list of all committed Off-System program projects and will review and discuss it in detail with the appropriate Region Federal Aid Engineers soon.

GWW:pf

cc:
H. S. Coulter
D. H. Moehring
Region Engineers
D. H. Harwell
M. Holmes
Noel Klein
E. S. Hunter ✓
L. W. Rulien
D. E. Swan
S. H. Macnab
H. Reynoldson
Vern Cusack
C. T. Keasey
Metro Engineer
Region Federal Aid Engineers
R. Prange
Bill Penhollow

RECEIVED
TECHNICAL SERVICES
MAR 8 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-125-1387

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 6, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Minor Program Change
Item No. 80058
Project No. OS-1500(2)
Big Butte Creek Bridge Section
Jackson County

We hereby request your approval of a minor program change to joint finance the subject project utilizing Safer Off-System Roads funds (Appn. Code 678) to supplement Appn. Code 627 funds. This change is necessary since insufficient unobligated federal funds are available in Appn. Code 627 to cover the present estimated cost of the project. This change will involve the following revisions in project numbering and financing:

Project No. - Change to OS-SOS-1500(2)

Appn. Code 627	Total Cost	FederalFunds
P.E.	$ 8,700	$ 7,460
Structure	131,700	112,940
Subtotal	$140,400	$120,400
Appn. Code 678		
Structure	$110,260	$ 94,600
Totals	$250,660	$215,000

CL:dmc
cc: R. Hacek
H. Reynoldson

GOVERNOR

Oregon State Highway Division

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

In Reply Refer to File No: PRO 6

March 2, 1979

Mr. Bill Gaddis
County Engineer
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Gaddis:

Attached is a copy of the latest revised estimate for the Big Butte Creek Bridge project. Please inform this office if these new figures present any financing problems for the county.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

JA/cp
Attach.
cc: D.H. Moehring ✓
George Thornton
Bill Maude

Form 734-3122

Section Big Butte Creek Bridge Programming Estimate $ [illegible]

Highway County Rd. No. 945 Project Length 0.03 mi.

County Jackson Completion Time 150 cal. days

Kind of Work Structure

Prefix 215 - 1955 FA Project No. SOS - 1500(2)

2/28/79

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount ~~215,374.00~~ $ ~~217,024.00~~ 218,149.00

Anticipated Additional Items:
- Utility Payment
- Building Permit Fees
- Slide Correction
- Railroad Protective Costs
- Other Railroad Costs
- Permanent Signing
- Permanent Pavement Striping
- Temporary Pavement Striping
- Remove Pavement Striping (Exist. & Temp.)
- Temporary Erosion Control
- State Furnished
- Install Water Meter
- Furnish Water
- Laboratory Fees
- On-the-Job Trainees
- State Responsibility for Damages
- Signal Controller Testing
- Bikeway Signs
- Furnish Mail Box Posts
- Adjust Utilities
- Misc. Permit Fees

500.00
-0-

218,649.00
~~218,149.00~~
$ ~~217,024.00~~

Contingencies (4-1/2%) [illegible]

Engineering (%) 19,633.41 [illegible]

SUBTOTAL 19,678.41

Credit

Estimated Net Authorization, Construction [illegible]

APPROVED

Road Design Engineer

248 166.62

Est P.E. Costs	14,952.70
Est Total Project Cost	$263,119.32
Less PE Adv. Deposit	1,220.00
Less Federal Funds	215,000.00
Est. County Share	$46,895.32
Approx.	$47,000.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date Jan 23, '79

ection Big Butte Creek Bridge
County Jackson
d Of Work Structure
Length 0.03 mi.
Name Bricker

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization (9%)		All	All		13,000-
STRUCTURE					
Bridge Removal Work		All	All		14,000-
General Excavation		Cu. Yd.	660	8-	5,280-
Toe Trench Excavation		Cu. Yd.	230	12-	2,760-
Shoring, Cribbing, Etc.		All	All		5,000-
Structure Excavation		Cu. Yd.	290	15-	[illegible]
Structure Excavation					
Below Elevations Shown		Cu. Yd.	30	15-	375-
([illegible] C.Y. @ [illegible]) Structural Concrete, Class 3300		All	All	-	[illegible]
(110 C.Y. @ 220) Structural Concrete, Class 4500		All	All	-	24,200-
4'x 40'/45' Prestressed Slabs		Each	8	2,330-	18,640-
4'x 65'/70' Prestressed Slabs		Each	8	5260-	42,030-
Reinforcement ([illegible])		All	All	-	[illegible]
Metal Rail with Tubing		Lin. Ft.	338	43-	14,534-
Guard Rail in Stockpile ([illegible])		All	All	-	7,000-
Loose Riprap, Class 100		Cu. Yd.	190	[illegible]	[illegible]
Loose Riprap, Class 700		Cu. Yd.	390	[illegible]	6,240-
				[illegible]	200,149- [illegible]

Jackson

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/28/79
Donald L [illegible]

3-27-79 Bid Letting ________ All Clear Deadline

SECTION BIG BUTTE CREEK BRIDGE
Highway County Road Crowfoot Rd.
County Jackson Region ____
Type of Work G-P-Str. Funds os
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☒	☒	☒
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☐	☒	☒	☒	☒
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☐

Bridge

mi.

215 - 1955 505 - 1500 (2)

DEPARTMENT OF TRANSPORTATION 2-20-7[illegible]

21[illegible],149.00

Called [illegible] with [illegible] that [illegible] Christ[illegible] County

County paid [illegible]

47,000.00

Section Big Butte Creek Bridge

Highway

County

Kind of work

Cont.: 215 - 1955 FA Project No. SOS - 1500 (2)

2/28/79

218,149.00

500.00

218,649.00

19,633.41

11,[illegible].41

[illegible] 599.32

[illegible] STATE H[illegible] DIVIS[illegible] [illegible] of 1
[illegible] Date [illegible] '79

[illegible] Big Butte Creek Bridge [illegible] Jackson
[illegible] Of [illegible] Structure Length 0.03 mi. Name Bricker

Item	[illegible]	Unit	Quant.	Unit Cost	Total
Mobilization			All		[illegible]
STRUCTURES					
Bridge Removal [illegible]			All		[illegible]
[illegible]		Cu. Yd.	666		[illegible]
[illegible]		Cu. Yd.	[illegible]		
[illegible]			[illegible]		
[illegible]		Cu. Yd.	[illegible]		
[illegible]					
[illegible]		[illegible]	[illegible]		
[illegible]					
[illegible]			[illegible]		
[illegible]		[illegible]			
[illegible]		[illegible]	[illegible]		
[illegible]		[illegible]	[illegible]		
[illegible]			[illegible]		
[illegible]					
[illegible]					

Section Big Butte Creek Bridge Programming Estimate $ [illegible],000
Highway County Rd. No. 945 Project Length 0.03 mi.
County Jackson Completion Time 150 cal. days
Kind of Work Structure
Prefix 215 - 1955 FA Project No. SOS - 1500 (2)
2/28/79

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount ~~215,374.00~~ $ ~~217,024.00~~ 218,149.00

Anticipated Additional Items:
Penalty Payment . . . .
Building Permit Fees . . . .
Slide Correction . . . .
Railroad Protective Costs . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping . . . .
Temporary Pavement Striping . . . .
Remove Pavement Striping (Exist. [illegible]
Temporary Erosion Control . . . .
State Furnished . . . .
Install Water Meter . . . .
Furnish Water . . . .
Laboratory Fees . . . .
On [illegible] Trainees . . . .
State Responsibility for Damages . . . .
Signal Controller Testing . . . .
Bikeway Signs . . . .
Furnish Mail Box Posts . . . .
Adjust Utilities . . . .
Misc. Permit Fees . . . .

500.00
$ -0-

218,649.00
218,149.00
$ ~~217,024.00~~

Contingencies (4-1/2%) 9,766.23
Engineering ([illegible] %) . . . . 19,633.41 ~~19,5[illegible].16~~
SUBTOTAL 19,678.41 $
[illegible] . . . .
Estimated Net Authorization, Construction . . . . $ ~~[illegible].24~~
[illegible].13
248 166.62

APPROVED
Road Design Engineer

Est. P.E. Costs	14,952.70
Est. Total Project Cost	$263,119.32
Less PE Adv. Deposit	1 220.00
Less Fed. [illegible] Funds	$15,000.00
Est County Share	$46,899.32

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date Jan 23, '79

ection Big Butte Creek Bridge
County Jackson
nd Of Work Structure
Length 0.03 mi.
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization (9%)		All	All		18,000-
STRUCTURE					
Bridge Removal Work		All	All		14,000-
General Excavation		Cu. Yd.	660	8-	5,280-
Toe Trench Excavation		Cu. Yd.	230	15-	2,760-
Shoring, Cribbing, Etc.			All		5,000-
Structure Excavation		Cu. Yd.	290	15-	[illegible]
Structure Excavation					
Below Elevations Shown		Cu. Yd.	30	15-	[illegible]75-
Structural Concrete, Class 3300 [illegible]			All	-	[illegible]
Structural Concrete, Class 4500 (110 C.Y. @ 220)		All	All	-	24,200-
4'x 40'/45' Prestressed Slabs		Each	8	[illegible],330-	18,640-
4'x 65'/70' Prestressed Slabs		Each	8	[illegible]	42,[illegible]30-
Reinforcement			All		[illegible]
Metal Rail with Tubing		Lin. Ft.	338	[illegible]	14,534-
Guard Rail in Stockpile			All	-	7,000-
Loose Riprap, Class 100		Cu. Yd.	190	[illegible]	[illegible]
Loose Riprap, Class 700		Cu. Yd.	390	16-	6,240-
					[illegible]00,149-
				[illegible]	3,000-

```
                                                                                                        00      STATE
SPRR XING @ ELK RD. MEDFORD   CONT NO          FA PROJ NOS RR0000S017 100
                                215   1947       296        00 N 9                       515.71CR       675.00CR
                                215   1947       298        00 N 9                       515.21         675.00
                                215   1947       901        00 P 1                       579.76         865.63
                                215   1947       905        00 P 1                                      133.59
                                                 TOT        P1                           579.76         999.22
                                              ** JOB TOTALS **                **         579.76  **     999.22  **

                                                                                                        00      STATE
BIG BUTTE CK BR. CO RD         CONT NO          FA PROJ NOS OS  500002 100
                                215   1955       296        00                                          970.00CR
                                215   1955       296        00 L 9                                    7,460.00CR
                                215   1955       297        00 N 9                                      970.00
                                215   1955       298        00 N 9                                    7,460.00
                                215   1955       901        00 P 1                        52.57       7,417.22
                                215   1955       905        00 P 1                       448.60         778.53
                                215   1955       906        00 P 1          2.92           2.92           2.92
                                215   1955       910        00 P 1                                      226.33
                                215   1955       911        00 P 1                       102.16         102.16
                                215   1955       918        00 P 1                       816.31       2,472.80
                                215   1955       923        00 P 1                       903.22         903.22
                                215   1955       926        00 P 1                        16.76       2,834.47
                                215   1955       926        00 N 1                                      215.00
                                                 TOT        00                                          970.00CR
                                                 TOT        F1              2.92       2,342.54      14,737.70
                                                 TOT        N1                                          215.00
                                                 TOT        N9                                          920.00
                                              ** JOB TOTALS **              2.92  **   2,342.54  **  14,952.70  **


                                                                       DECEMBER 1978          PAGE  585
TOTAL TO DATE JOB COST SUMMARY
                                                                           FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GP  CURRENT MONTH   YEAR TO DATE       TO DATE

                                                                                                        00      STATE
  UPRR XING @ STRAUN RD          CONT NO          FA PROJ NOS RR0000S033 100
                                216   1972       905        00 P 1                                      100.63
                                216   1972       914        00 P 1                       188.70         281.05
                                                 TOT        P1                           188.70         381.68
                                              ** JOB TOTALS **                **         188.70  **     381.68  **

                                                                                                                STATE
  MADRAS-PRNVIL HWY-GRIZZLY RD  CONT NO          FA PROJ NOS SOS 600001 100
                                216   1974       296        00 N 9                     1,645.41CR     1,645.41CR
                                216   1974       297        00 N 9                     1,635.00       1,635.00
                                216   1974       298        00 N 9                        10.41          10.41
                                216   1974       920        00 P 1                        12.14          12.14
                                                 TOT        P1                            12.14          12.14
                                              ** JOB TOTALS **                **          12.14  **      12.14  **

                                                                                                        00      STATE
  REDWOOD AVE @ DOWELL RD        CONT NO        * FA PROJ NOS HHS0620001 100
                                217   1912       296        00 N 9                        12.09CR        85.32CR
                                217   1912       298        00 N 9                        12.09          85.32
                                217   1912       905        00 P 1                                       81.32
                                                                                          13.47          13.47
```

Jackson

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. A. E. Shirley
Region 3 Engineer

DATE: January 22, 1979

SUBJECT:

Big Butte Cr. Br.
Big Butte Cr. Br. Section
Crowfoot County Road
Jackson County
Bridge 16344

FROM: T. G. Thompson
T. G. Thompson
Supervising Structural
Design Engineer

Enclosed are two reduced prints of drawings 34073 through 34077, which are the advance detail drawings for the subject structure. Also enclosed are plans for the existing structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ N/A
Structure	195,000
Engineering & Contingencies	39,000
Total	$234,000

It is planned to call for bids on this section on March 29, 1979.

Please make a field review and return one set by February 22, 1979 with your comments and/or corrections noted thereon.

GDA:dh
Enclosures

cc Bill Gaddis, Jackson Co. Engr. /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (un-hecked) and designer's notes.
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Engineering /w/ 1 set encls.
Bill Maude /w/ 1 set encls.

REFERRED TO
BY FINAL DESIGN [illegible]

Check [illegible]!

81-125-1307

Versteeg
✓ Christensen Don
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 22 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

1-23-79

PROJECT MANAGEMENT OFFICE MEMO

Date 8-7-78

Subject Big Butte Crk. Br. (Crowfoot Rd.) File No.

Received [✓ (call)] (visit) from Jack Allaway (Br.) & Bill Gaddis (Jack. Co.)

Address Jackson Co. Public Works

Made (call) (visit) to Phone

Reason for contact and general discussion: Bill Gaddis of Jack. Co. Pub. Wks. called Allaway: Cost from original of $140,000 to $237,000 on 174 Ft. x 32 Ft. = programmed above ($140,000) amount, however, we have set aside full $250,000 for 509 project. $237,000 for structure, guard rail & channel work only - Grading/paving not included, estimated @ [illegible] County Work - Total Cost - $237,000 would mean $33,000 ± for county cost. Gaddis requested project be moved to March 1979, ~~and County will~~

Hart - [illegible]
Shirley

Please reschedule.

Signature

N
M

File ( ) ( ) [✓] ( ) [✓ ( )] (H) ( ) [✓] Prange (T) Reynoldson
Circulate: PME LGE OPE FAE CCE OM Other

SOS PROJECTS 5-12-78

Central Point - Pine St. ✓

Appr. Trans. Com. 3-28-78
Assess. Appr. FHWA 5-4-78
A-95 being prepared, will probably go 5/15/78

Jackson Co. - Big Butte Cr. Br. - Crowfoot Rd

Appr. Trans. Com. 7-14-77
Field Survey Rc'd. 3-6-78
On Oct 19, '78 Letting ✓

[illegible] 5/16/78 (9:45 ...)

called Gaddis [illegible]) related [illegible] info to
[illegible] any questions [illegible] field [illegible] Robert [illegible]
could probably [illegible]

CITY OF CENTRAL POINT OREGON INC. 1889

250 E. PINE ST. CENTRAL POINT, OREGON 97502 PHONE 664-1201

THE HEART OF THE
ROGUE RIVER VALLEY

City/county
FAB

Bob Carstensen is
working on a reply -
dmg 4-20-78

18 April 1978

Copy given to [illegible] for Budget Comm.

Chairman Tam Moore and County Commissioners
Jackson County Courthouse
Medford, Oregon 97501

Dear Tam:

The City of Central Point has currently submitted applications for grants to improve Pine Street. These grants would complete improvements on Pine from Second to Sixth and signalization of Highway 99. Upon completion the City of Central Point would take over maintenance of the street from the County Roads System. However, two blocks would be left undone after completion by these grants.

The City of Central Point has received notification that the grant to improve Pine from Third to Sixth have been approved plus the grant for signalization improvements at the intersection of Pine and U.S. 99 by the Oregon State Highway Department.

We anticipate engineering design for this project to begin within a few months and construction to begin sometime next year; early spring.

Central Point realizes the County Commissioners have already agreed to pay a share of the grant we have just received. We would also, at this time, like to request that the County Commissioners provide approximately $84,000.00 more towards Pine Street. This additional money would achieve our mutual goal of improving Pine Street in its entirety.

If you could provide this money in this budget year and our second grant is also received, Pine Street would be completed including re-signalization of the intersection.

This project would be an asset to both the City of Central Point and the citizens of Jackson County who mutually utilize this public thoroughfare.

Sincerely yours,

The City of Central Point

Jack W Snook

Jack W. Snook
Mayor

RECEIVED
APR 18 1978
JACKSON COUNTY
BOARD OF COMM'RS

SOS

JWS:DK:ris
cc: R. Carstensen
CRF

STATE OF OREGON INTEROFFICE MEMO

TO: FILES

DATE: March 21, 1978

Robert H Prange

FROM: Robert H. Prange
Local Projects Manager

SUBJECT: Big Creek Bridge Section
Crowfoot Road
Jackson County
Off-System SOS-1500(2)

Glen Clark informed us that the County has acquired the additional right-of-way and will construct the approaches for this structure. The guardrail for the approaches is to be furnished as part of the project and is to be stockpiled at the County shops.

HR:lml

cc: Walt Hart
J. H. Versteeg
Cliff Laux
C. T. Keasey
Region 3

387

M

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 3, 1978

FILE: PRO 6

FROM: JAMES J. GIX
Regional Construction Engineer

TO: Leonard L. Wallace
Bridge Design Engineer

SUBJECT: Survey Data
Big Butte Creek Bridge
Crowfoot (County) Road
Jackson County

Enclosed is the following listed data for the subject off-system bridge replacement project:

1	Roll	Vicinity Map
1	Roll	Profile
1	Copy	Locating Engineer's Statement
1	Copy	Narrative
1	Book	Field Notes

If additional information is required for the design of the approach grades, please contact Bill Maude after determination of the deck elevations.

Also, funding for this project is limited to $250,000. If preliminary estimates indicate costs in excess of this figure, please contact this office.

The prefix for the structure design is 215-1452. For the balance of the preliminary engineering, it is 215-1955.

jwg/cw
Encl.

cc D. H. Moehring
C. T. Keasey
Wm. Maude

M

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Jackson County
Courthouse
Medford, OR 97501

Attention of Mr. Robert Carstensen
Director of Public Works

Request No. (assigned by staff engineer or head of section) cc 1782

Date February 17, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $1,220.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained in Advance Deposit	250.00	
		To be transferred to State Highway funds for the Big Butte Creek (Crowfoot Road) Bridge Sec., OS-1500(2)		$970.00
		Covered by agreement #6252		

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 215-1995-297
If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 1220.00	Submitted by: Harold Reynoldson Harold Reynoldson
Is this a partial or final request for billing? Partial	Approved: Regional Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	Approved: Gerald Wimer Section Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3 672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~

December 29, 1977

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Rd.
White City, OR 97501

Dear Mr. Carstensen:

This will acknowledge receipt of check number 024683 dated December 27, 1977, in the amount of $1,220.00.

This advance deposit concerns your Big Butte Creek Bridge Replacement project no. OS-1500(2).

By a copy of this letter your check is being forwarded to Mr. Skoog, Controller, for routine handling.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cao
cc: D.H. Moehring
V.E. Skoog
Bill Anhorn
Ellis Jones

PROJECT MANAGEMENT
PME ☒ CCE ☑ OM ☐
LGE ☑ FAE ☑ OPE ☐
JAN 3 1978
M
File: PM FA
LG OP
TAA

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible]

December 19, 1977

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Rd.
White City, OR 97501

Dear Mr. Carstensen:

In anticipation of an early approval by the Federal Highway Administration of your Big Butte Creek Bridge Replacement project no. OS-1500(2) preliminary engineering phase we are asking for an advance deposit for this phase of $1,220.00. This is 14% of the estimated cost of this phase. ✓

Please send your advance deposit to this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
George Thornton
Bill Maude

P.S. We have now been advised that the Federal Highway Administration has approved the preliminary engineering phase of this project. By a copy of this letter I am asking Mr. Maude, Resident Engineer, Medford, to proceed with the necessary field work at his earliest convenience.

PROJECT MANAGEMENT
PME
CCE
LGE
TAE ☐
DEC 20 1977
File: PM
TAA LG

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~[illegible]~~

December 16, 1977

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Carstensen:

This is to bring you up-to-date on the Safer Off-System Roads program as there are some changes that may affect your Big Butte Creek Bridge Replacment project no. SOS-1500(2) on Crowfoot Road.

Your project is one of five in our region just now being considered for funding with fiscal year 1978 monies. The funds are received from the federal general funds not the highway trust funds. This required an Appropriation Bill in additon to the 1976 Highway Act to actually authorize the funds for obligation. The 1976 Federal Highway Act set up 200 million nationwide but the 1978 Appropriations Bill cut this back to 90 million.

Further, the 1978 Act said all 1976-1977 funds must be obligated prior to any use of the FY1978 funds. Further, the 1978 funds will be on a first come, first served basis nationwide.

We are advising all local agencies with Off-System projects in various stages to rush them to the construction phase so funds can be obligated.

Your project was sent to the Federal Highway Administration for approval of the preliminary engineering phase November 23, 1977. As soon as approval is received we will begin the necesssary field work and expedite this project.

Status
Tent Sch.
10-19-[illegible]

This letter is to explain that we were counting on the full Oregon share of the 200 million when we activated your project. We will do everything necessary to receive FY78 funding but this may be impossible.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L. Clark
By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao

cc: D.H. Moehring
George Thornton
Keith Martin

RECEIVED
DEC 19 1977
JACKSON COUNTY DEPT.
of PUBLIC WORKS

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPRO[illegible] AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
OS-1500(1)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80058

COUNTY NAME
Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
12-15-77

FEDERAL ROUTE NUMBER
Non Federal Aid

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
"Big Butte Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:
Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Construction

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-13-77 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the abvoe project at a total estimated cost of $131,700, Federal funds $112,940 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE
12-15-77

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROUTING SLIP

Date: 12-14-77

DEPARTMENT OF TRANSPORTATIO

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Computer Center (Lane Ave.)
- Construction
- Data Processing (Transp.Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lane Ave.)
- Landscape
- Library
- Location
- Mail Room
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- Region Number 3
- District Number ______

ATTENTION: GLEN CLARK

FROM: ZEHNER

Please obtain advance deposit.

Form 81-731-0022 (7/77)

AD 347

E HIGHWAY DIVISION

)F ADVANCE DEPOSITS

ger Account 242.00

.T

ACCOUNTING USE ONLY

Reference ______ (1-11)

Invoice No. ______ (12-17)

Date of Deposit ______ (18-23)

Sort Key ______ (24-26)

·idge Section ______ (18-49)

Agreement No. 6252 (54-58)

______ (66-72) ______ (73-79)

Federal Aid Project, Right of Way File, or Other ID No. OS-1500(2) (18-37)

Section Responsible for Monitoring Project Region 3 (38-52)

Section Responsible for Billing Project Local Programs Unit (53-67)

Billing Method (CHECK ONE ONLY):

1) Monthly ☐ 2) Upon Completion ☒

ACCOUNTING USE ONLY

3) Other ☐

Estimated Completion Date August, 1979 (69-74)

REMARKS: Preliminary engineering advance deposit - City 14% share plus 100% of non-participating costs.

Region 3 District ______

Section Local Programs Unit Submitted by Gary E. Zehner Date 12-13-77

Gary E. Zehner

Received in Accounting by ______ Date ______

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
C 1 0(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80058

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	11-29-77	Non Federal-aid County Road

GENERAL LOCATION:
"Big Butte Creek Bridge Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION : TEC NTE $8,700, F.F.- $7,460
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 11-23-77.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-29-77	G K Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 23, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80058
Project No. OS-1500(2)
Big Butte Creek Bridge Section
Jackson County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $8,700 with an obligation of $7,460 in federal funds.

CL:dmc
Enc.
cc: A. Shirley, (Region 3)
H. Reynoldson

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

November 23, 1977

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 6 mi. E. of Trail 65	ADT	PRESENT DHV 80 780	FUTURE (66) (70) N/A	YEAR (71) (72) 97	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 OS- 23	NUMBER 7 1500 (2)

CARD	CLASS OF FEDERAL FUNDS Off System Roads	COUNTY NAME Jackson					COD (14) 0
	NAME OF URBAN AREA 17-31 --	ROUTE NO.	N	FEDERAL-AID Non (32)	STATE Co. Rd. (36)	(37) U.S. --	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.03	8,700	7,460	--	1,240 (Co.)
5					**ROW**							
5					**CONST** (CODE) X080		"Big Butte Creek Bridge Section"	0.03	131,700	112,940	--	18,760 (Co.)

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.03	140,400	120,400	--	20,000 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

November 23, 1977

T LOCATION (45 typewriter spaces): Rd., Approx. 6 mi. E. of Trail 65

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	DHV 80 780	N/A (66) (70)	97 (71) (72)	10	Oregon	41 (2) (3)	627 (4) (9)	80058 (14) (18)

RK (35 typewriter 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

PROJECT NUMBER

PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I Projects Only POST MI. DESIG. (24) (26) 27
OS-	1500 (2)		

COUNTY NAME: Jackson CODE 029 (14) (16)

ROUTE NO. N | FEDERAL-AID Non (32) | STATE Co. Rd. (36) | U.S. -- (37) (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.03	8,700	7,460	--	1,240 (Co.)	
W								
NST DE) 0		"Big Butte Creek Bridge Section"	0.03	131,700	112,940	--	18,760 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions-None
CL	PROJECT TOTALS		0.03	140,400 (16) (23)	120,400 (24) (33)	--	20,000 (Co.)	

OVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

BIG BUTTE CREEK BRIDGE SECTION
PROJECT NO. OS-1500(2)

Existing Facilities:
Roadway -- 20-foot A.C. Surface with no shoulders.
Bridge #275 -- 80-foot steel truss with 92-foot timber approach spans and roadway width of 17 feet.

Adjacent Sections: Same as existing facilities.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.
2) Remove existing structure and construct, on existing alignment, a reinforced concrete bridge approximately 160 feet in length with a 32 foot roadway, grade and pave approach roadways and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 3, 1977.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 4.

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-1500( )
Project Name Big Butte Creek (Crowfoot Road) Bridge Section 2015

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

No utilities involved

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon, this 23rd day of Nov, 1977

C.C. D.E. Swan
C.T. Keesey
Jim chidsey

County of Jackson

~~County Judge~~/Chairman

Moore
Commissioner

Carol Doty
Commissioner

Certified By:

Richard Wilson
for Regional Right-of-Way Supervisor
Date 12-2-77

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

STATE OF OREGON INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: November 14, 1977

FROM: for Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Big Butte Creek Bridge
Crowfoot Road
Jackson County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

Date

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 3 : A. Shirley
District 8 : G. H. Thornton
Region 3 Geologist: Elliott Parker
B. L. Gifford

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 3, 1977

In reply refer to: HB.3-OR/HBA-OR

SUBJECT: Oregon Project No. SOS-1500(-)
Big Butte Creek Bridge
Crowfoot Road
Jackson County
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's October 20, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis. A brief noise study does appear necessary to address the possibility of increased logging truck traffic.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kopper
G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Reg 3, Engelmann)

RECEIVED
TECHNICAL SERVICES
NOV 7 '77
REFER TO
FOR
Info | Inve. | R/D | | Sign | Act | File

1125

BBC00029

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Big Butte Creek Bridge - SOS

Date Nov. 7,1977, 19

Highway Crowfoot Road

Authorization No. 1

County Jackson

Survey Prefix 215-1452 (Assigned by Salem office)

Description of termini, route, length, etc.:
Approx. 7 mi. Easterly of Drain

Purpose of survey: Design Structure

Estimate of cost: Bridge 906 5,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 5,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
P.L. Carstensen
Costs & Records Spec. Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval: Frank E. [illegible]
Location Engineer

Approved:
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*19760-734

X X X

9125

September 19, 1977

Jackson County Board of Commissioners
Courthouse
Medford, OR 97501

MISC. CONTRACTS and AGREEMENTS No. 6252

Attention: Harry Chipman
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improvement of the Big Butte Creek Bridge Section of Crowfoot Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

Form ~~81-734 2459~~

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Big Butte Creek Bridge (SOS)
Highway Crowfoot Rd. (County)
County Jackson

Date Sept. 12 1977
Authorization No. 1
Survey Prefix 215-1955
(Assigned by Salem office)

Description of termini, route, length, etc.:

Crowfoot County Road crossing of Big Butte Creek located in Section 3, T. 34S., R. 1 E.W.M. (Approximately 7 miles easterly of Trail).

Purpose of survey: To prepare plans, specifications and estimates for a bridge replacement project.

Estimate of cost:

Field	901	5,000
Plans	905	500
~~Structural Design~~	~~908~~	~~6,500~~
Utilities	914	200
Hydraulics	918	500
Specifications	921	500
Found. Expl.	926	2,000

[illegible]
[illegible]-77

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 8,700
Previous authorization . . . .
Additional authorization requested . . . . .
Additional authorization approved (Salem) . . .
Total all authorizations approved (Salem) . . .

Requests made by:
Field Engineer

Recommended for Approval:
Alfred Shook
Regional Engineer

Recommended for Approval:
Frank E. Papin
Location Engineer

Approved:
E D Hunter
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*19760-734

Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE [illegible] 672-6658

PRO 6

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

July 22, 1977

Dear Mr. Carstensen:

This is to advise that federal funding has now become available for the Safer Off-System Roads Program for fiscal year 1977.

On July 19, 1977, the Oregon Transportation Commission approved your Big Butte Creek Bridge Replacement Project No. OS-1500(2) on Crowfoot Road. This does not authorize the expenditure of any funds. Official notice by letter from this office, advising of FHWA approval is necessary before any federal-aid funds are available.

The project will now progress by forwarding the assessment to FHWA, circulation of the A-95, preparation of agreements, etc.

You will be advised of any requirements on your part.

Sincerely,

ALFRED SHIRLEY, JR.
Regional Engineer

[illegible] CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cc

cc: D. H. Moehring
George Thornton
Keith Martin

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUL 25 1977
File: PM FA
TAA ________ LG OP

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $33,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Cqquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

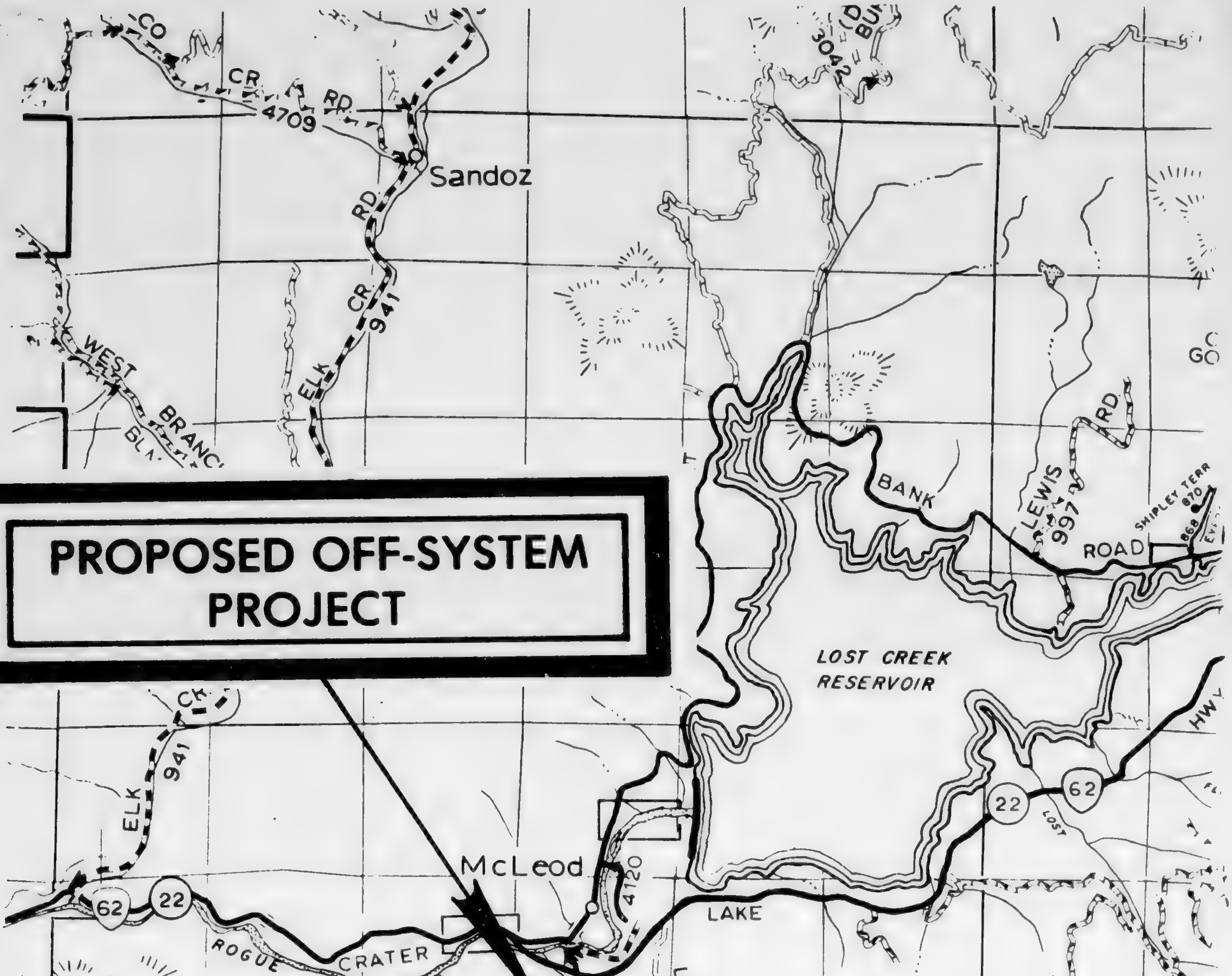
JACKSON COUNTY
Proposed SOS-R Project

Big Butte Creek Bridge
Crowfoot Road
Grade, Pave and Structure
$140,000

This project consists of replacing a deficient bridge across Big Butte Creek on Crowfoot Road with a modern concrete structure. Necessary approach work will be accomplished as part of the project.

State will perform preliminary and construction engineering.

77-a
7/8/77


PROPOSED OFF-SYSTEM PROJECT
Sandoz
CR RD 4709
ELK CR RD 941
WEST BRANCH
LOST CREEK RESERVOIR
BANK ROAD
LEWIS RD 997
SHIPLEY TERR
3042
McLeod
4120
62
22
ROGUE RIVER
CRATER LAKE
HWY
PVT
945
NETHERLAND RD
930
LAURELHURST CUTOFF
949
OLSON GRADE
3098
847
CROWFOOT
COBLEIGH
McNE
WILLAMETTE

Rulien OSR
Jackson Co
PRO 6

**OREGON STATE
HIGHWAY DIVISION**

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Wm. J. Gaddis
Deputy Director
Department of Public Works
200 Antelope Road
White City, Oregon 97501

Dear Mr. Gaddis:

This will acknowledge your letter of August 26, 1976, advising this office that Jackson County is interested in pursuing a second round Safer Off-System Roads Program Project No. OS-1500(2) for a bridge replacement project over Big Butte Creek on Crowfoot Road.

This information is being forwarded to our Program Management Section and you will be contacted when any additional facts are available.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L. W. Rulien
G. T. Thornton
Keith Martin

PROJECT MAN[illegible]
SEP - [illegible]

RECEIVED
COUNTY & CITY SECTION
SEP - 8 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

200 Antelope Road
White City, Oregon 97501

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

August 26, 1976

Alfred Shirley, Jr.
Regional Engineer
P.O. Box 1128
Roseburg, OR 97470

RE; Your letter of August 19, 1976

Dear Mr. Shirley,

This is to advise you that Jackson County definitely does wish to pursue our current off-system roads project, even under the new constraints you listed.

Actually, our Crowfoot Road Bridge project should cost well under the $ 250,000.00 limitation. The County is prepared to provide the local match funds within 60 days after federal approval of the project.

Very truly yours,

Robert J. Carstensen
DIRECTOR OF PUBLIC WORKS

By: Wm. J. Gaddis, Deputy Director

WJG/sds

RECEIVED
COUNTY & CITY SECTION
SEP - 2 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

O C

Rulien
Jackson C.
SOS

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6

August 19, 1976

Mr. Robert J. Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Carstensen:

This is to advise you that your Off-System Roads Program Project No. OS-1500(2) is now being considered for funding, but there are some new guidelines which you should be acquainted.

Due to the fact that Congress reduced the appropriations for this program in the 1976 Federal Highway Act, the maximum project will be limited to $250,000 each. This includes 78% federal and 22% local matching funds. You will recall that the previous maximum was $500,000. It will be possible to have a larger project, but the excess will be a 100% local contribution.

Also, the local agency will now be required to provide the local match funds within 60 days after federal approval of the project. ?

If you wish to pursue your Off-System Roads Project under these new constraints, please advise this office.

Very truly yours,

ORIGINAL S [illegible] LEY JR.

ALFRED SHIRLEY, JR.
Regional Engineer

PROJECT MANAGEMENT
AUG 23 '76
REFER TO
R
FOR
Info | Investigate | RTD | Action | File

GC/slc

cc: L.W. Rulien ✓
George Thornton

N

Off-System
Jackson Co.

200 Antelope Road
White City, Oregon 97501

Phone 826-3122

JACKSON COUNTY
OREGON

DEPARTMENT OF PUBLIC WORKS

May 27, 1976

D. N. Harwell
County-City Engineer
Project Management Section
Highway Building
Salem, Oregon 97310

Re: Off-System Project
Big Butte Creek Bridge
Crowfoot Road

Dear Don,

By letter of August 26, 1975, you advised us that information relative to additional funds was expected by the end of the year and that we would be kept advised of the status of subject project request.

It was our understanding that we were among the first in line for second-project funding under the "first come, first served" basis as outlined in the procedures which were distributed on May 30, 1975.

We are most anxious to get this substandard structure replaced, if at all possible, during the upcoming fiscal year. Would appreciate anything you can do to keep us posted on this.

Very truly yours,

Robert J. Carstensen
Director of Public Works

By:
Wm. J. Gaddis
Deputy Director

WJG/pb

RECEIVED
COUNTY & CITY SECTION
JUN 1 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

200 Antelope Road
White City, Oregon 97501

JACKSON COUNTY
OREGON

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

May 27, 1976

Alfred Shirley, Jr.
Regional Engineer
P.O. Box 1128
Roseburg, Oregon 97470

Re: Annual Federal Aid Program
List of Projects

Dear Mr. Shirley:

In accordance with your letter of May 24, 1976, we are submitting herewith our listing of anticipated federal aid highway projects for fiscal year 1977.

As per our conversation of May 27, 1976, we are not including an information sheet on our Biddle Road (FAS 15-107) project since it has already been approved by the Federal Highway Administration.

Very truly yours,

Robert J. Carstensen
Director of Public Works

By: Wm. Gaddis
Wm. J. Gaddis
Deputy Director

WJG/pb

Attachment: Information Sheet
on Crowfoot Road
Bridge No. 177

JUN [illegible] '76

RECEIVED
COUNTY & CITY SECTION
JUN 11 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ROSEBURG REGION
RECEIVED
JUN - 1 1976
[✓ RE] RMF

csk

PROPOSED FISCAL YEAR 1977 PROJECT INFORMATION

Proposed Applicant: Jackson County Public Works Department

Type of Federal Funds: Off-System

Street or Road: Crowfoot Road F.A. Route No. ---

Section: Bridge over Big Butte Creek Length: ---

Type of Work Involved:

	Yes	No
Grading		
Paving		
Structures	X	
Signals		
Illumination		
Railroad Protection		
Right-of-Way		
Preliminary Engineering	X	
Other:		

* * * * * * * * * * * *

Phases of Work (Only include phases of work that you anticipate proceeding with during fiscal year 1977):

Phase	Yes	No	Total Cost
Preliminary Engineering	X		$ 7,000.
Right-of-Way		X	$
Construction	X		$ 133,000.

Remarks: No right-of-way needed. F.A.S.-C Project Request was submitted July 28, 1975.

RECEIVED
COUNTY & CITY SECTION
JUN 11 1976
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

By

Title Deputy Director

Date May 27, 1976

RU:sch
5/17/76

[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 26, 1975

Department of Public Works
Jackson County
200 Antelope Road
White City, Oregon 97501

Attention: Mr. Bill Gaddis
Assistant Director

Dear Mr. Gaddis:

This will acknowledge receipt of your Off-System project application for Big Butte Creek Bridge on Crowfoot Road. Your application was received on August 6, 1975.

You will recall that this Off-System Road fund is being allocated to qualified applicants on a "first-come, first-served" basis as outlined in the procedures which were distributed on May 30, 1975.

Project request applications have been received to date in excess of available funds. We will, however, place your application on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours,

D N Harwell
D. N. HARWELL
County-City Engineer
Project Management Section

GNH:scr

bc: A. Shirley, Region 3

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Rulien
PRO 6
OSR
Jackson Co

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 5, 1975

Mr. William J. Gaddis
Deputy Director
Department of Public Works
Jackson County
200 Antelope Road
White City, OR 97501

Dear Mr. Gaddis:

This will acknowledge your letter of August 1, 1975, transmitting your "second round" Off-System Roads Program application and environmental assessment for the bridge replacement project over Big Butte Creek on Crowfoot Road. ✓

As you were recently advised by telephone, the funding situation is not clear at this time. Your project will be placed in line and if funds are available, you will be advised.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien ✓
George Thornton

7-20-77
ASSESSMENT
TO POTTER ✓

Off System

Prog

Geo/R

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

200 Antelope Road
White City, Oregon 97501

JACKSON COUNTY
OREGON

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

August 1, 1975

Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Attention: Glen Clark, Regional Federal-Aid Engineer

Dear Mr. Clark:

Herewith re-submitted our application for Off-System funding for replacement of County Bridge #275 at the Crowfoot Road overcrossing of Big Butte Creek.

As you will recall this is our second request for this type funding, the first being Agate Road County Bridge #177.

The data included is the FAS-C application form, the project environmental assessment and some colored photo's of the existing bridge.

Very truly yours,

Robert J. Carstensen
Director of Public Works

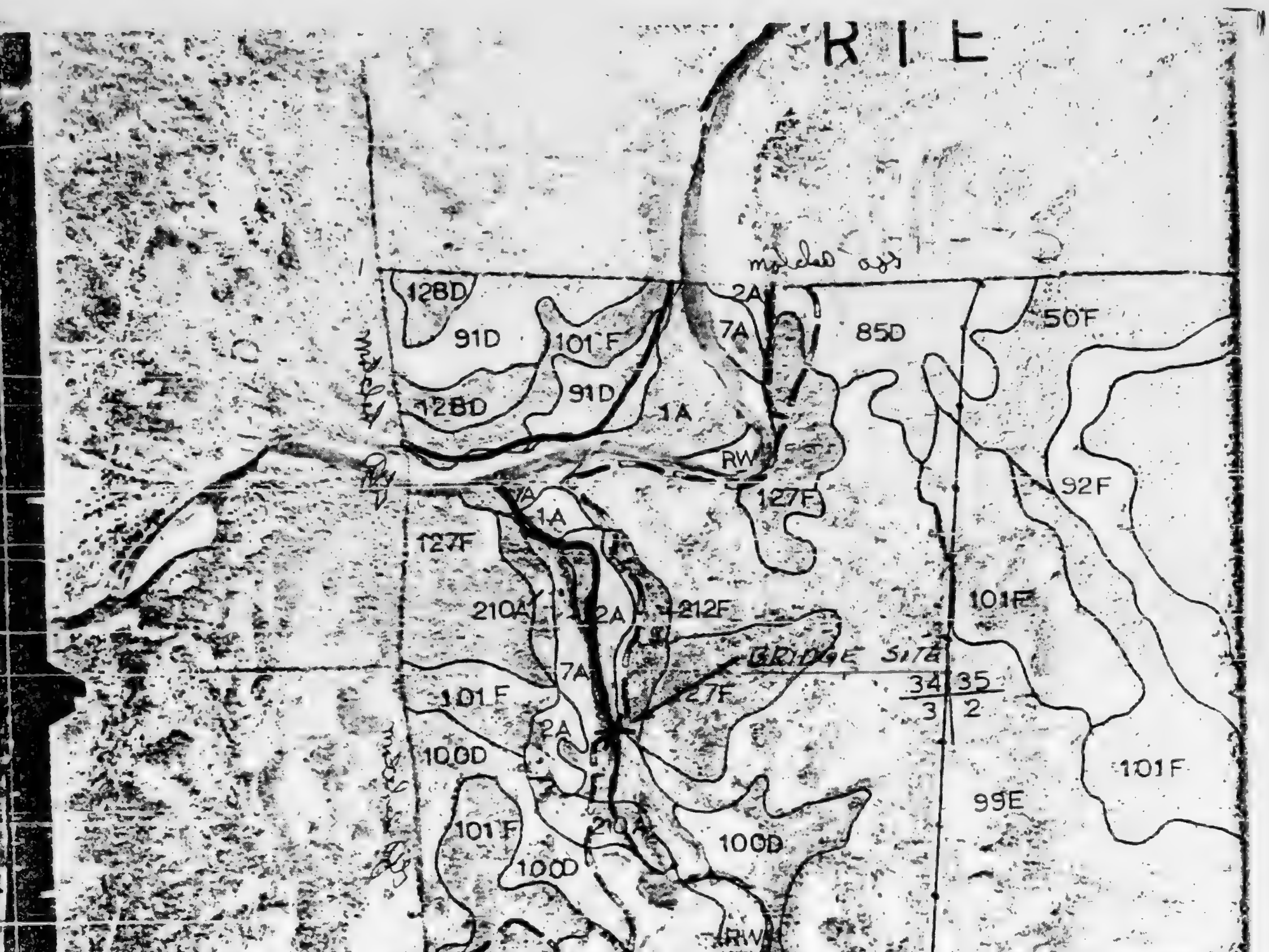
By Wm Gaddis
Wm. J. Gaddis
Deputy Director

Eb - please Review the assessment. Glen

Done — nice job! Eb

WJG/dme

Eb


RIE
molded ags
128D
91D
101F
2A
7A
85D
50F
128D
91D
1A
RW
127F
92F
7A
1A
127F
210A
2A
212F
101F
BRIDGE SITE
34 35
3 2
7A
101F
27F
2A
100D
101F
99E
101F
100D
210A
100D
100D
RW
92F

USDA - SCS ADVANCE COPY - SUBJECT TO CHA

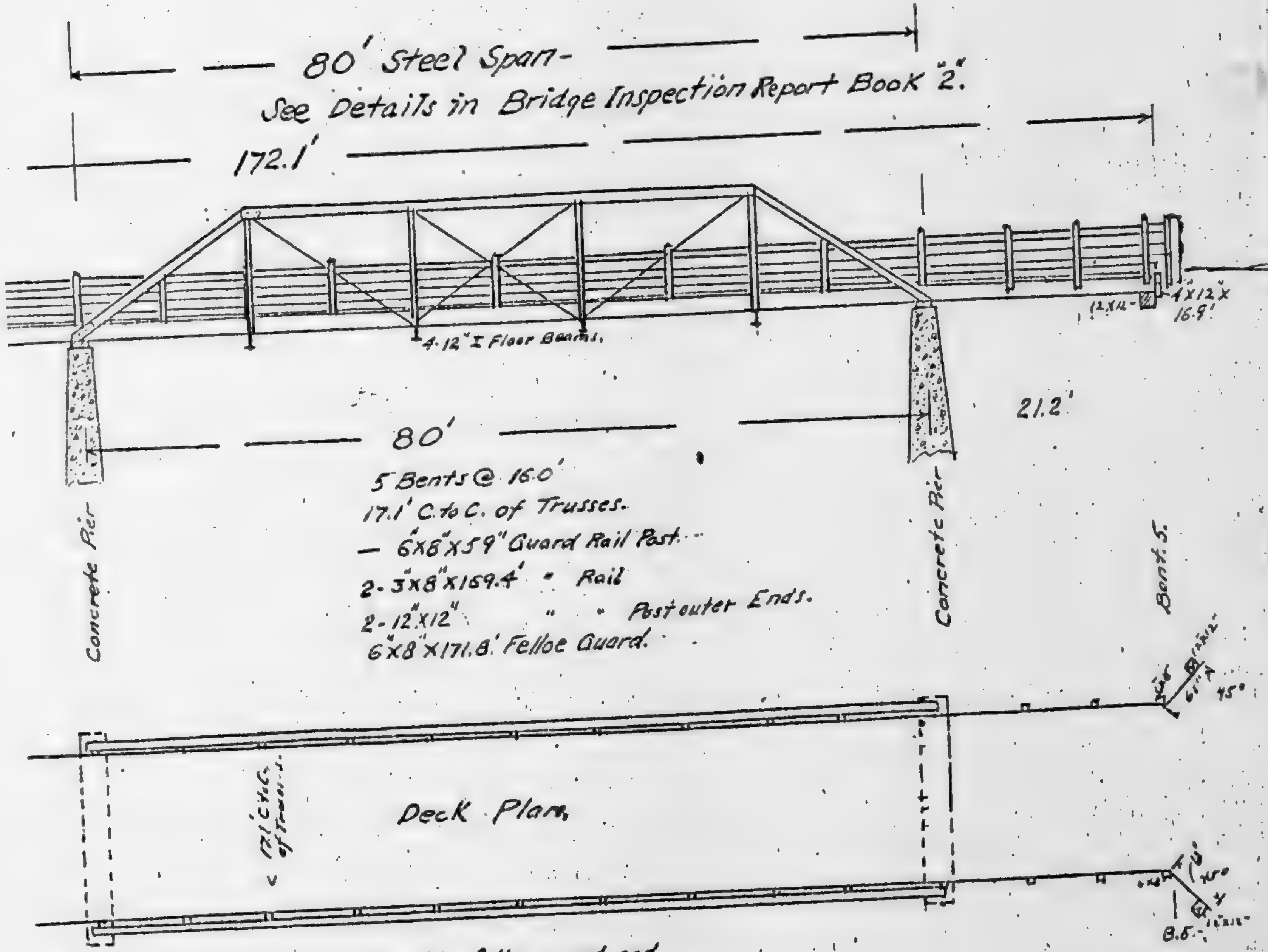
O

JACKSON COUNTY SOIL SURVEY, OREGON

SCALE OF COPY 3.0 COPY FACTOR 133.3 % SCALE 4.0

BRIDGE - 275-
0.5 Miles from Crater Lake Hwy. S.
from Mc Leod Bridge over Butte Crk.
Crowfoot Bridge

N.W4 Sec. 3; T 34 S; R. 1 E.
Scale 3/4 = 12 ft.


80' Steel Span-
See Details in Bridge Inspection Report Book "2".
172.1'
4-12" I Floor Beams.
12"x12"
4"x12"x 16.9'
21.2'
80'
Concrete Pier
Concrete Pier
Bent. 5.
3'6"
12"x12"
6'1"
45°
Deck Plan
17.1' C. to C. of Trusses.
45°
12"x12"
B.5.

5 Bents @ 16.0'
17.1' C. to C. of Trusses.
— 6"x6"x5'9" Guard Rail Post.
2 - 3"x8"x159.4' " Rail
2 - 12"x12" " " Post outer Ends.
6"x8"x171.8' Felloe Guard.

te. Length of bridge; guard rail; felloe guard and
t spacing are all taken on the inside of the curve.

file Jackson Co

July 29, 1975

Memorandum to the Files

George N. Hopkins

FROM: George N. Hopkins
Project Development Engineer

RE: Off-System Roads Program

We submitted 20 projects for the subject program to the Transportation Commission for approval at the July 30 meeting. Inasmuch as our guidelines permit only one project per county and only one city project per county, we are now requesting that the following second choice projects be removed from the initial request.

1. Big Butte Creek (Crowfoot Rd.) Bridge Section
   Jackson County
   $88,000

2. Halsey-Sweet Home Highway to Kisling Avenue Section
   Washburn Street
   City of Brownsville
   $100,000

3. Sections on various city streets
   City of Halfway
   $100,000

This will reduce the total estimated cost from $3,392,800 to $3,104,800.

HR:scr

cc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
G. M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

8-6-75
Copies to Regions 2-3-5
file CCC

July 29, 1975

Memorandum to the Files

Harold Reynoldson

FROM: Harold Reynoldson
Project Development Section

RE: Off-System Roads Program

I called Bill Gaddis, Assistant Director of Public Works for Jackson County, about the county's first choice of two bridges for the subject program. Bill informed me that Jackson County's first choice was Little Butte Creek (Agate Road) Bridge and the second choice was Big Butte Creek (Crowfoot Road) Bridge.

HR:geh

CC: E. S. Hunter
Alfred Shirley, Jr.
Region 3 Engineer

S05-1500( )

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Jackson FAS No. Off-System Date July 28, 1975
County Road Name Crowfoot Road - Bridge #275
Section Name Big Butte Creek Crossing
Type of Project Structure (Bridge)
Location of Project (Attach sketch map) T. 34 S., R. 1 E., W. M., Sec. 3
ADT 780 Design Speed 20 M.P.H.

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No X
Will County hire consultant for this project? Yes ____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________ No__________
If answer is No, which of the following applies?
Contrary to public safety__________ Cost excessive to need or use__________
Sparse population__________ Area exempt from bike law__________
What is desired width of trail or walkway__________ft.
What type of surface treatment is desired__________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________ No__________
What type of separation from roadway will be used?__________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________ No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________ No__________

12. Will replacement be by: County__________ Contract__________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade? Yes_____ No_____**

14. **Will County adjust structure to additional width? Yes_____ No_____**

15. **Will adjusted width be standard? Yes_____ No_____**
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks? Yes_____ No_____**

17. **Does County wish sight posts installed? Yes_____ No_____**

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County__________ Contractor__________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No_____

23. Can through traffic be detoured? Yes_____ No_____

24. Must new detour be constructed Yes_____ No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________________

Remarks re Section I:____________________

II. BRIDGE PROJECT DATA

1. Name of river or stream Big Butte Creek
2. Name of bridge Crowfoot Road Bridge #275
3. Dimensions of existing bridge. Length 172' Roadway Width 17'
4. Type of design and material used in existing bridge. Steel truss timber approaches.
5. Location (please attach map with location marked):
Section 3 Township 34 S. Range 1 E. W.M.
6. Desired width of proposed bridge 32' Approx. length 160'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ______ No X
Upstream ________ Downstream ________ Width ________

8. Does County wish a particular type of bridge design? Yes X No ______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete structure

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ______ No X
Explain ________

10. Foundation Testing: By County? Yes ______ No X
By State? Yes X No ______

11. Will County close road during construction? Yes X No ______

12. Can presently established road be used as detour? Yes ______ No X

13. Must a new detour be constructed? Yes ______ No X

14. Will detour be constructed & maintained by County? Yes ______ No X

15. Will detour be constructed & maintained by Contractor? Yes ______ No X

16. Will County sign project outside work area during construction?
Yes X No ______

17. Will Contractor sign project outside work area during construction?
Yes ______ No X

18. Approaches or Connections by County Yes ______ No X
by Contractor Yes X No ______
Traveled surface: Type A.C. Width 2' 10'
Shoulder surface: Type Gravel Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes X No ______

N.W. quadrant distance from structure 10'
N.E. quadrant distance from structure 100'
S.W. quadrant distance from structure 10'
S.E. quadrant distance from structure -

20. Guardrail: Desired on approaches or connections: Yes__X__ No_____
By County _______ Contractor__X___
Right side only? Yes______ No______
Both sides? Yes__X__ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No__X__
Use for detour? Yes_____ No__X__
Removed by County? Yes_____ No__X__
Removed by Contractor? Yes__X__ No______
Salvaged by Contractor for County? Yes_____ No__X___
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No__X__
By Contractor? Yes__X__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No___X____ Size___________
Company____
b. Sanitary sewer mains: Yes________ No___X____ Size___________
Company____
c. Storm sewer: Yes________ No___X____ Size___________
Company____
d. Gas mains: Yes________ No___X____ Size___________
Company____
e. Power lines: Yes________ No___X____ Size___________
Company____
f. Telephone lines: Yes________ No___X____ Size___________
Company____
g. Other Utilities:____none______________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No___X____

25. Does County wish lightpost bases and conduit installed?
Yes________ No___X____

26. Does County wish complete job of illumination in project?
Yes________ No___X____

27. Is project contingent upon other factors? Yes_______ No___X____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______________________________

Remarks re Section II: ______________________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ______ No __X__
   By Consultant? Yes ______ No __X__
   By County? Yes __X__ No ______
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes __X__ No ______

3. Construction plans and specifications to be prepared:
   By State? Yes __X__ No ______
   By Consultant? Yes ______ No __X__
   By County? Yes ______ No __X__

4. **Does County desire center line to be permanently monumented as part of project? Yes ______ No __X__**

5. **Does County desire right-of-way to be permanently monumented as part of project?** Yes ______ No __X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

____

IV. RIGHT-OF-WAY & UTILITIES DATA

~~1. What is width of existing right-of-way? Maximum ______ Minimum ______~~

~~2. Is any additional right-of-way needed? Yes____ No____ (If answer is Yes, a hearing must be offered)~~

~~3. Will County acquire r/w and have State review negotiations? Yes____ No____~~

~~4. Should State negotiate & acquire right-of-way in behalf of County? Yes____ No____~~

~~5. Should State prepare options? Yes____ No____~~

~~6. Should material source site be included in right-of-way descriptions? Yes____ No____~~

~~7. Is there any merchantable timber on right-of-way? Yes____ No____~~

~~8. Will timber be reserved for owner? Yes____ No____~~
~~If removed by County or individual, must be done prior advertisement for bids.~~
~~If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.~~

~~9. Will timber become property of contractor? Yes____ No____~~

~~10. Is a hearing necessary? Yes____ No____~~
~~(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)~~

~~11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No____~~
~~If yes, give type and name of utility company:________________~~

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes____ No X
If yes, give type and name of utility company:________________

____

13. ~~Are utilities on existing right-of-way by permit ______ or by franchise ______~~
~~(NOTE.~~ County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
If yes, give name of irrigation company or district________________

____

and dates between which water can be turned off: From____________
To____________

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad________________________

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) ________________ (Right)

19. Number of Trains: Passenger____________ Speed____________
Freight_______________ Speed____________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade ________
Overcrossing ________
Undercrossing ________

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. ~~MATERIAL SOURCES DATA~~

~~1. Gravel ______ Quarry ______ Cinders ______~~

~~2. Owner: County ____ State ____ Private ____ Other ____~~

~~3. Location: ______ Section ____ Township ______ Range ______ W.M.~~

~~4. If County lease, what are royalty payments? ______~~

~~5. Materials furnished by County: Borrow ____ Select Topping ____~~
~~Base Course ____ Level Course ____ Mineral Agregates ____~~
~~Location ______~~
~~Miscellaneous Items ______~~

~~Remarks re Section V ______~~

VI. FINANCIAL DATA

1. Estimated Cost: $ 140,000.00

2. Available FAS Funds $ adequate

3. Does County wish advancement of future Federal funds? Yes ____ No X
Amount ______

4. Date match money is available Immediately

5. Will there be any 100% County money? Yes ____ No X

6. Maximum amount of 100% County money available: $ ______

7. Date County requests letting: As soon as possible

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ______
County Judge or Comm. Chairman

By ______
County Commissioner

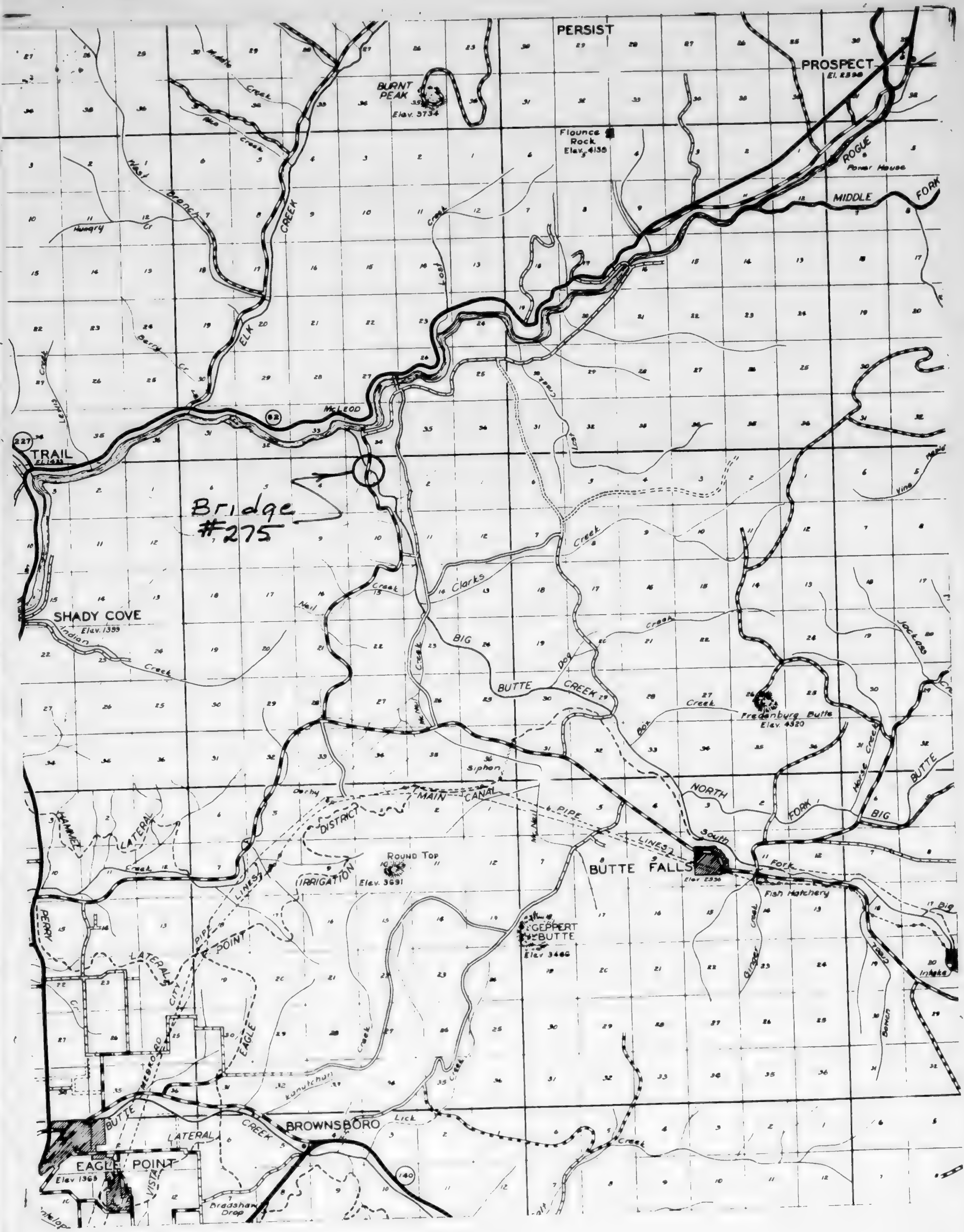
By ______
County Commissioner

By ______
County Engineer or Roadmaster

County Jackson
Date 8/1/75

______
O.S.H.D. Field Engineer

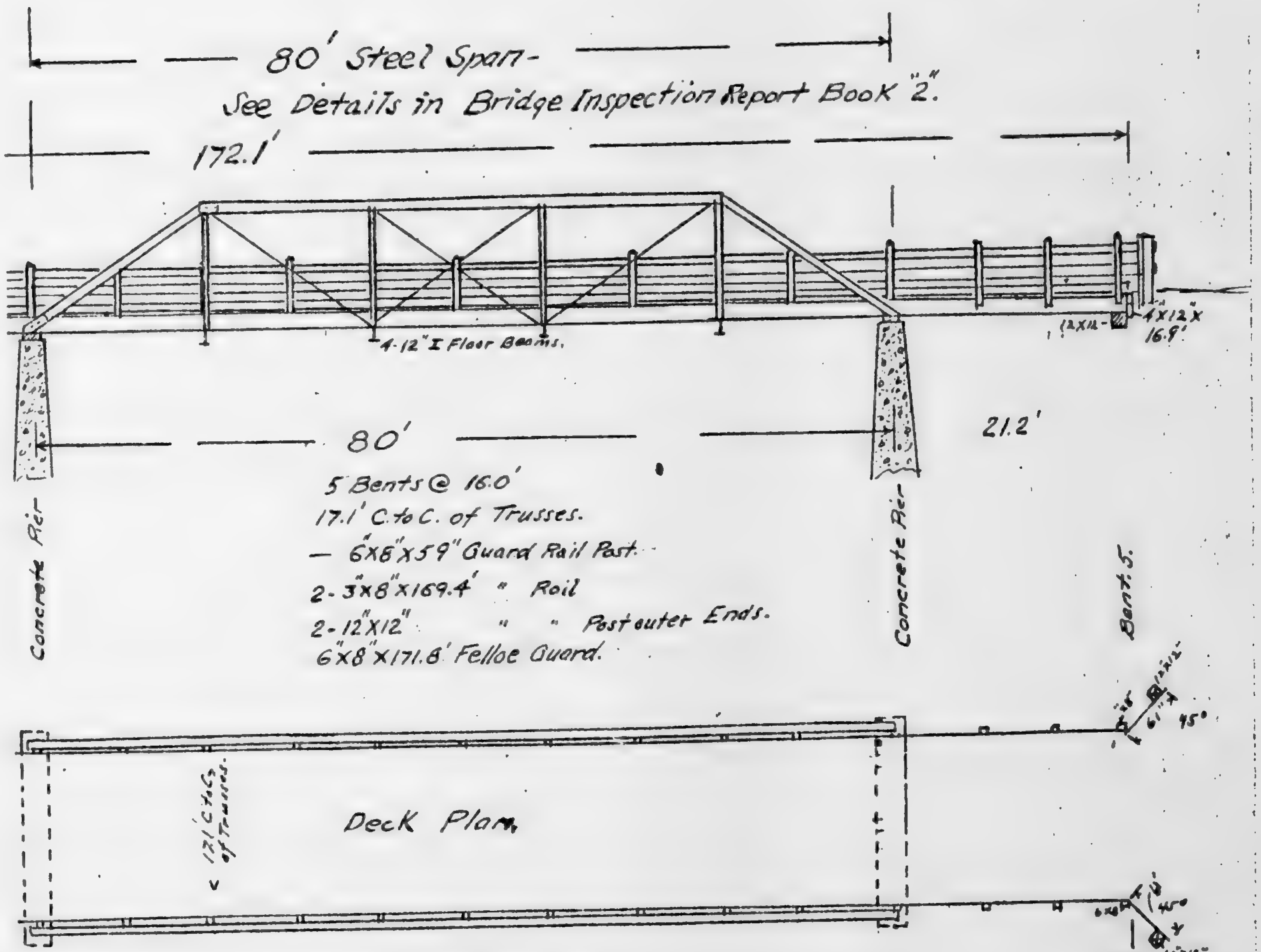
Date ______


PERSIST
PROSPECT
El. 2598
BURNT PEAK
Elev. 3734
Flounce Rock
Elev. 4135
ROGUE
Power House
MIDDLE FORK
West Branch
Hungry Cr
ELK CREEK
Middle Creek
Lost Creek
Berry Cr
Lewis Creek
62
McLEOD
227
TRAIL
SHADY COVE
Elev. 1399
Indian Creek
Neil Creek
Clarks Creek
BIG BUTTE CREEK
Dog Creek
Box Creek
Fredenburg Butte
Elev. 4320
Jackass Creek
Horse Creek
Vine Maple
Siphon
Derby
MAIN CANAL
DISTRICT
IRRIGATION
PIPE LINES
NORTH FORK BIG BUTTE
South Fork
Round Top
Elev. 3691
BUTTE FALLS
Elev. 2536
Fish Hatchery
GEPPERT BUTTE
Elev. 3466
Ginger Creek
Intake
Rancheria
Big Butte
HANNAH LATERAL
Perry Creek
PERRY LATERAL
LATERALS
CITY POINT
MEDFORD
EAGLE
Kanutchan
Lick Creek
BUTTE CREEK
LATERAL
BROWNSBORO
140
EAGLE POINT
Elev. 1365
VISTA
Bradshaw Drop
Antelope
Bridge #275

BRIDGE - 275-

0.5 Miles from Crater Lake Hwy. S.
from McLeod Bridge over Butte Crk.
Crowfoot Bridge

N.W^4 Sec. 3; T 34 S; R. 1. E.
Scale 3/4 = 12 ft.


80' Steel Span-
See Details in Bridge Inspection Report Book "2".
172.1'
4-12" I Floor Beams.
12x12-
4x12"x
16.9'
80'
21.2'
Concrete Pier
Concrete Pier
Bent 5.
45°
45°
12"x12"
B.5.
17.1' C.to C. of Trusses
Deck Plan

5 Bents @ 16.0'
17.1' C. to C. of Trusses.
— 6"x8"x59" Guard Rail Post.
2-3"x8"x169.4' " Rail
2-12"x12" " " Post outer Ends.
6"x8"x171.8' Felloe Guard.

Length of bridge; guard rail; felloe guard and spacing are all taken on the inside of the curve.

[redacted] Rulien
OSR PRO 6
Jackson Co

**OREGON STATE
HIGHWAY DIVISION**

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 28, 1975

Mr. William J. Gaddis
Asst. Dr. of Public Works
Jackson County
Courthouse
Medford, OR 97501

Dear Mr. Gaddis:

This is to advise that we have not received your off-system roads application (FAS-C form for now) for the second priority bridge replacement as per your letter of June 27, 1975, and our most recent telephone conversation.

You will recall that this office advised that the original dual application could not be considered as one project but that it appears likely the Crowfoot Road overcrossing of the Big Butte Creek project could now be considered a "second round" application and stood a chance for funding.

Attached is a letter from Mr. Eb Engelmann giving you some assistance regarding the required assessment.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt
Attachment

cc: L. W. Rulien
George Thornton
Eb Engelmann

RECEIVED
COUNTY & CITY SECTION
AUG 1 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☒ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

PRO 6

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 25, 1975

Mr. William J. Gaddis
Asst. Dr. of Public Works
Jackson County
Courthouse
Medford, Oregon 97501

RE: Bridge # 275
Crowfoot Rd. Xing
of Big Butte Cr.
(PEA)

Dear Bill:

1. Please put on short form, Form 1.

2. The assessment you just submitted (7/18) for Bridge #177: Agate Rd. Xing of Little Butte provides a good example of what is needed on this assessment. The photos and the existing physical setting section were particularly appropriate and useful. (I might note, though, that in the future we do not need the supplemental soils data).

3. The short form does not ask a number of the questions for which you've answered N/A but please provide some answer for the following:

PURPOSE	- A bit more elaboration.
R/W	- Comment that no R/W required.
MATERIALS	- Whatever will be needed.
BORROW & WASTE	- " " " "
ADT	- % trucks
EXPECTED COORDINATION WITH AGENCIES	- F&G AND DSL-Ought to be told of plans in any case.
BRIEF ENVIRON. SETTING	- Please fill out (again, Agate Rd. PEA is a good example).
PRELIM. ASSESSMENT OF ENVIRON IMPACTS	- As per Agate Rd. PEA.
TYPE DOUCMENTATION RECOMMENDED	- Assessment only.

4. Please call should you have any questions.

Very truly yours,

Eb Engelmann,
Regional Environmentalist

EE/dd

RECEIVED
COUNTY & CITY SECTION
AUG 1 - 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date June 9, 1975

A. PROJECT IDENTIFICATION

Name of Project BRIDGE #275-CROWFOOT ROAD (Section)

Location of Project - CROWFOOT ROAD X'ING OF (Highway Name) BIG BUTTE CREEK (Highway No., US - ORE.)

(City) JACKSON (County) III (Region)

Program OFF-SYSTEM (Funding) $88,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace a structurally deficient bridge

Origin and History: The existing steel truss structure was constructed in 1927. It is in poor structural shape (load limited to 11 tons) and has only a 17' curb to curb width.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 80 feet (172 feet including approaches)

Termini N/A

Alignment (new or existing) Same as existing

RECEIVED
COUNTY & CITY SECTION
AUG 1 - 1975
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

Form (2)9-74

Description of Project (co)

Right-of-Way (acreage and type of land use) Existing 60-foot R/W is adequate

Typical Section 32-foot width, curb to curb

Bikeway No

Structures Application is for a structure

Additional Facilities Pedestrian sidewalk

Access Control N/A

Materials N/A

Borrow and Waste Disposal N/A

Special Construction Methods Bridge to be designed by Oregon State Highway Division

Characteristics (ADT) 780 ADT

Other General Information (or Supplemental information to items) Timber approaches to this structure are in bad shape. The narrow width causes a hazardous condition for two-way traffic. Additional traffic can be expected with the States completion of the new highway around Lost Creek Dam.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Replacement of existing structure precludes any location and/or design alternatives

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

Date Submitted Date Received

Expected Coordination with Local, State and Federal Agencies None Required

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None Required

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status | Date

☐ Survey Authorization ____________
☐ Reconnaissance ____________
☐ Field Location ____________
☐ Office Location ____________
☐ Field Prel. Design ____________
☐ Office Prel. Design ____________
☐ Final Design ____________
☐ Contract Plans ____________

FHWA

Status | Date

☐ Systems Planning ____________
☐ Prel. Engineering ____________
☐ Corridor Approval ____________
☐ Design Approval ____________
☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) ____________

N/A

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

N/A

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
   None

   Consequences:

2. Estimated Changes in Traffic Patterns:
   None

   Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

   None

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

   None

7. Potential for Controversial Issues:

   None

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans
      N/A

   b. Noise Standards
      N/A

   c. Water Quality Standards
      N/A

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)
Hydraulic's review for use in bridge design

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)
Plans and specifications to be prepared by Highway Division

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

N/A

REGION -
(Environmentalist, Resident Engineer)

N/A

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

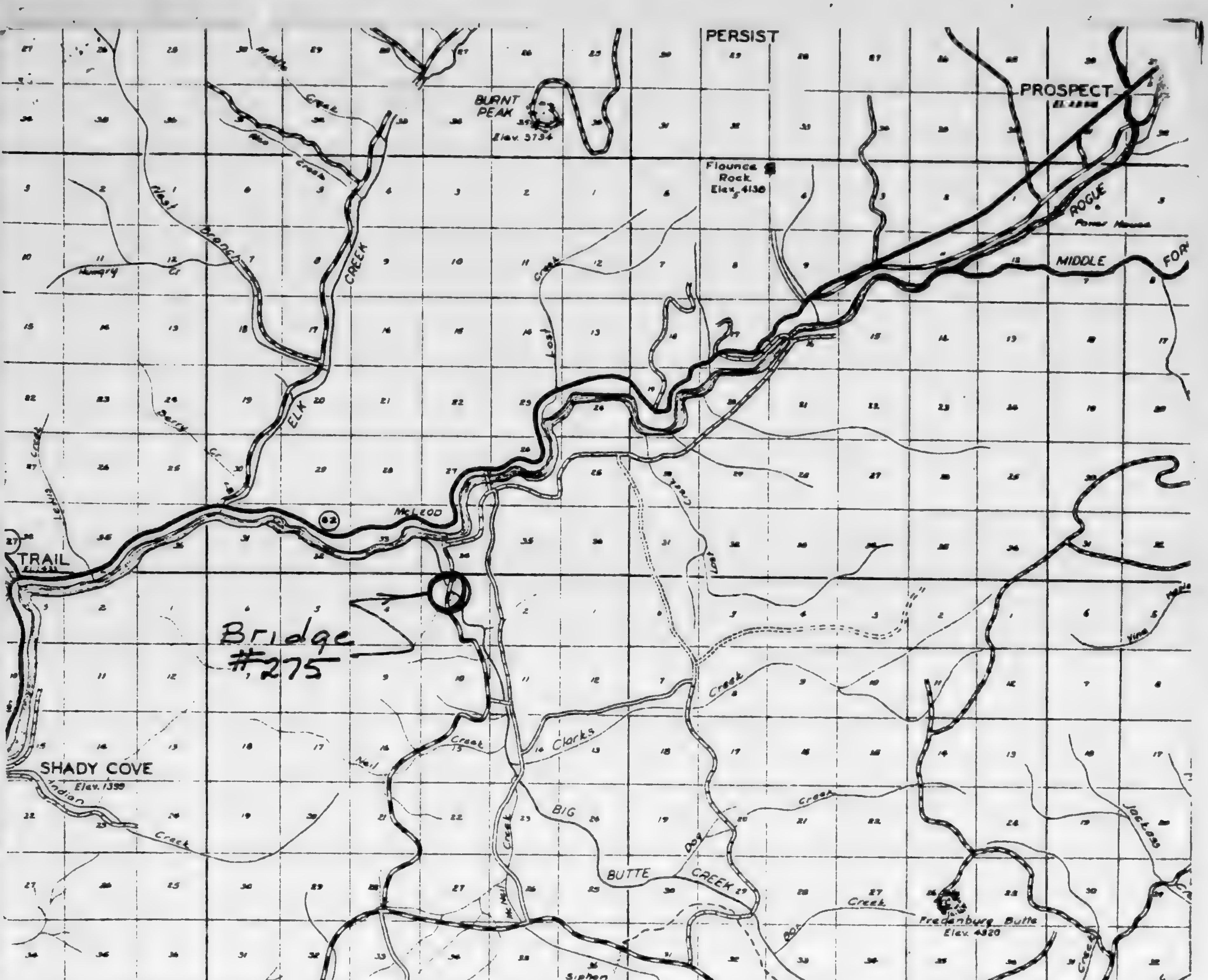
K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☒ Non-Significant
☐ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Assessment Only

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ______________________

PERSIST
BURNT PEAK
Elev. 3734
PROSPECT
Flounce Rock
Elev. 4138
ROGUE
Power House
MIDDLE FORK
Hungry Cr
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South Fork
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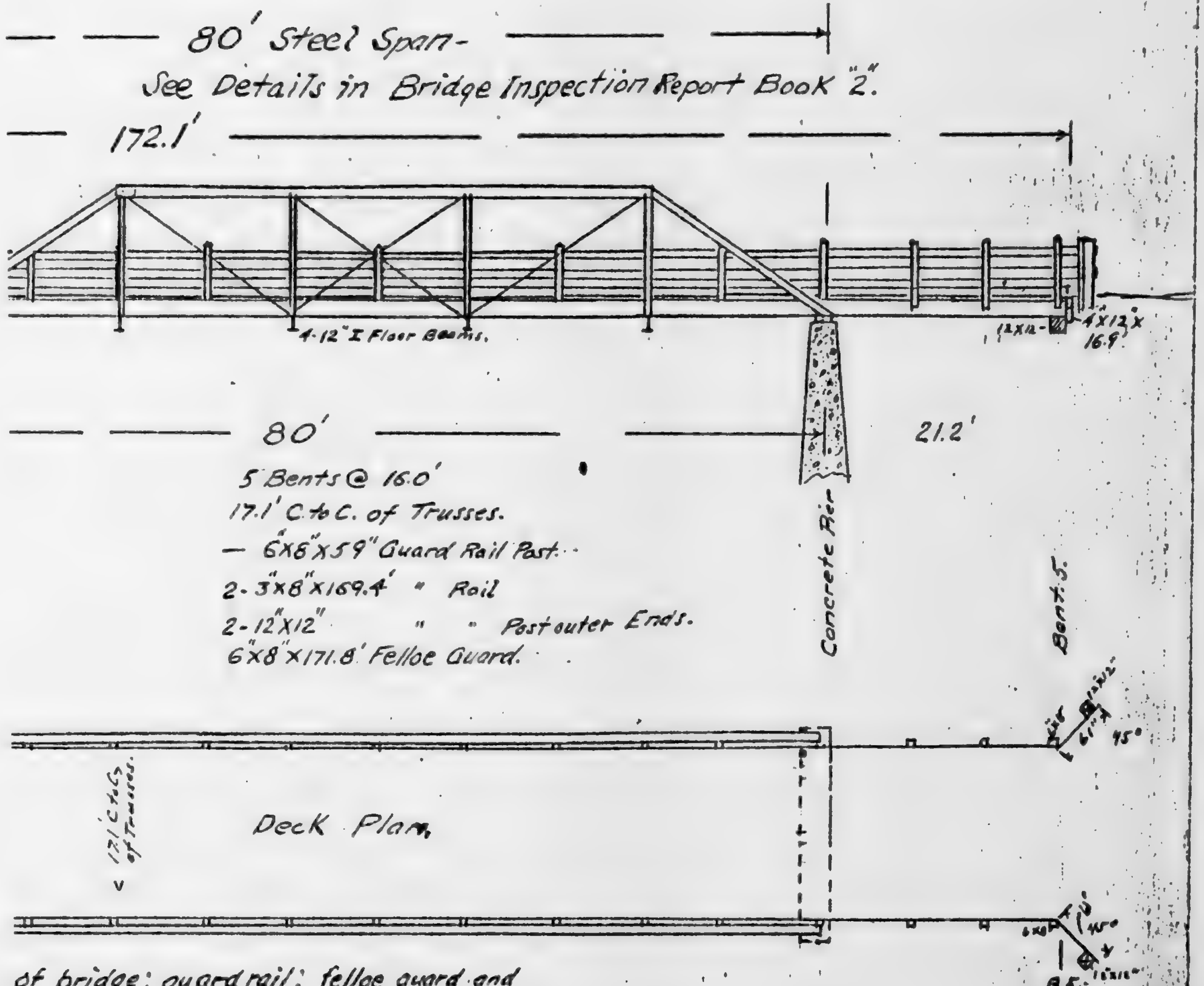
GEPPERT BUTTE
Elev. 3466
Ginger Creek
Intake
LATERAL
EAGLE
BUTTE
CREEK
BROWNSBORO
EAGLE POINT
VISTA
Bradshaw Drop

BRIDGE - 275 -

0.5 Miles from Crater Lake Hwy. S.
from Mc Leod Bridge over Butte Crk.
Crowfoot Bridge

N.W⁴ Sec. 3; T 34 S; R. 1. E.
Scale 3/4 = 12 ft.


80' Steel Span -
See Details in Bridge Inspection Report Book "2".
172.1'
4-12" I Floor Beams.
12x12 -
4"x12"x
16.9'
80'
21.2'
5 Bents @ 16.0'
17.1' C. to C. of Trusses.
— 6"x8"x5'9" Guard Rail Post.
2 - 3"x8"x169.4' " Rail
2 - 12"x12" " " Post outer Ends.
6"x8"x171.8' Felloe Guard.
Concrete Pier
Bent. 5.
45°
6'1"
17.1' C. to C. of Trusses.
Deck Plan
6x8
45°
B.5.
12x12

of bridge; guard rail; felloe guard and
are all taken on the inside of the curve.

7-17-75

Photographs of Big Butte Bridge -

SEE: ORG 7- Bridges - Big Butte

Oregon State Highway Division

Project #OS-1500(2)

PROJECT ENVIRONMENTAL ASSESSMENT

Date June 9, 1975 See July 28, 1975

A. PROJECT IDENTIFICATION

Name of Project BRIDGE #275-CROWFOOT ROAD (Section)

Location of Project - CROWFOOT ROAD X'ING OF (Highway Name) BIG BUTTE CREEK (Highway No., US - ORE)

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Length 80 feet (172 feet including approaches)

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Alignment (new or existing) Same as existing

Form (2)9-74

Description of Project (co)

Right-of-Way (acreage and type of land use) Existing 60-foot R/W is adequate

Typical Section 32-foot width, curb to curb

Bikeway No

Structures Application is for a structure

Additional Facilities Pedestrian sidewalk

Access Control N/A

Materials N/A

Borrow and Waste Disposal N/A

Special Construction Methods Bridge to be designed by Oregon State Highway Division

Characteristics (ADT) 780 ADT

Other General Information (or Supplemental information to items) Timber approaches to this structure are in bad shape. The narrow width causes a hazardous condition for two-way traffic. Additional traffic can be expected with the States completion of the new highway around Lost Creek Dam.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

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E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type ________ Tentative Date(s) ________

A-95 Review: ☒ Not Required ☐ Required

Date Submitted ________ Date Received ________

Expected Coordination with Local, State and Federal Agencies

None Required

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None Required

F. STATUS OF PROJECT DEVELOPMENT

OSHD		FHWA	
Status	Date	Status	Date
☐ Survey Authorization		☐ Systems Planning	
☐ Reconnaissance		☐ Prel. Engineering	
☐ Field Location		☐ Corridor Approval	
☐ Office Location		☐ Design Approval	
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☐ Final Design			
☐ Contract Plans			

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Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

N/A

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

N/A

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

2. Estimated Changes in Traffic Patterns:

None

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

   None

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

   None

7. Potential for Controversial Issues:

   None

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      N/A

   b. Noise Standards

      N/A

   c. Water Quality Standards

      N/A

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PERSONNEL	EFFORT REQUIRED*		
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DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

Plans and specifications to be prepared by Highway Division

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(Typing, Graphics)

N/A

REGION -
(Environmentalist, Resident Engineer)

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- ☐ Major Action
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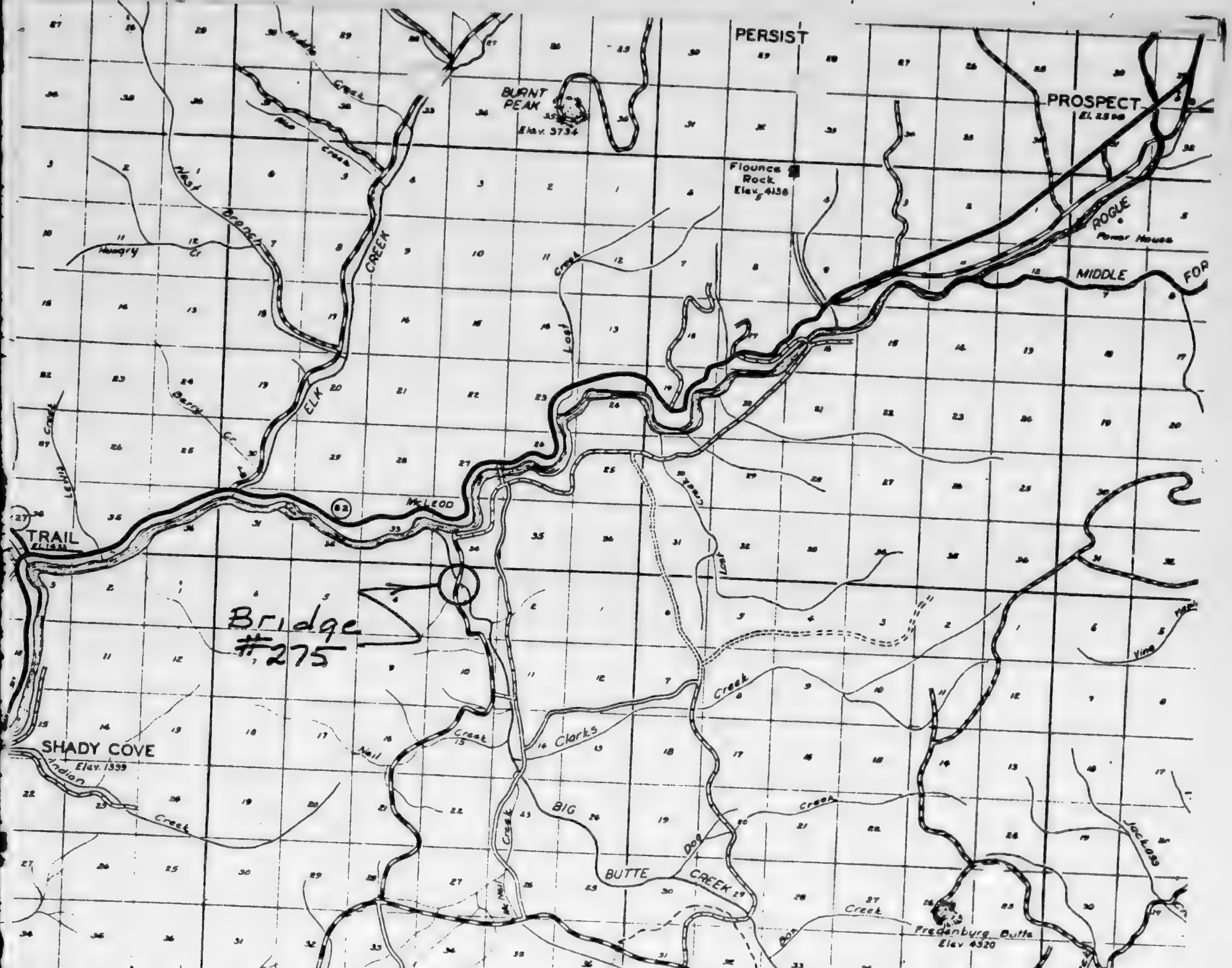
PERSIST
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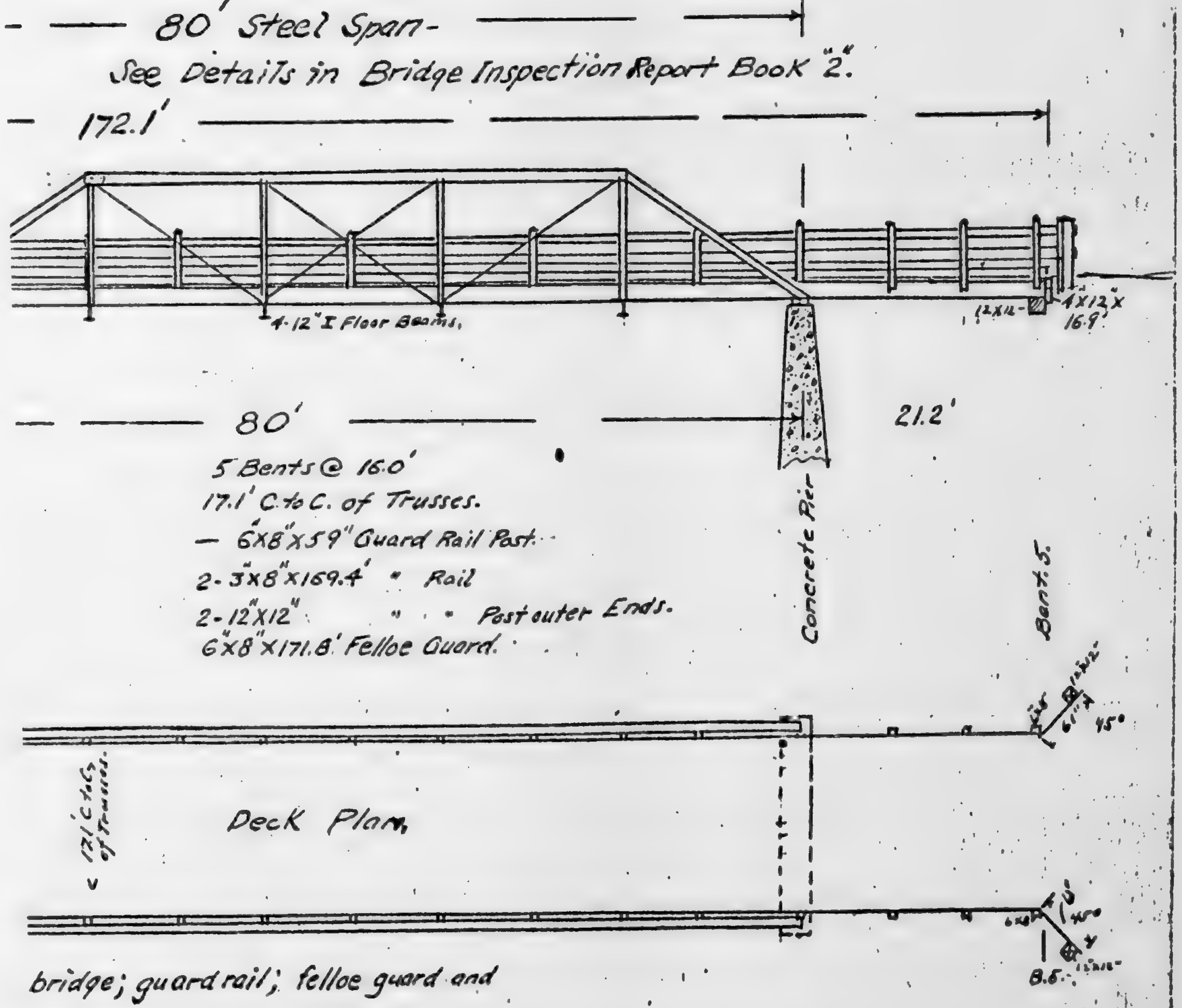
BROWNSBORO
EAGLE POINT
Elev 1365
VISTA
Bradshaw Drop
140

Bridge
#275

BRIDGE - 275-
0.5 Miles from Crater Lake Hwy. S.
from Mc Leod Bridge over Butte Crk.
Crowfoot Bridge
N.W4 Sec. 3; T34S; R.1.E.
Scale 3/4 = 12 ft.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6"x8"x171.8' Felloe Guard.
Concrete Pier
Bent 5.
45°
45°
B.5.
Deck Plan
17.1' C. to C. of Trusses

bridge; guard rail; felloe guard and
all taken on the inside of the curve.

BRIDG

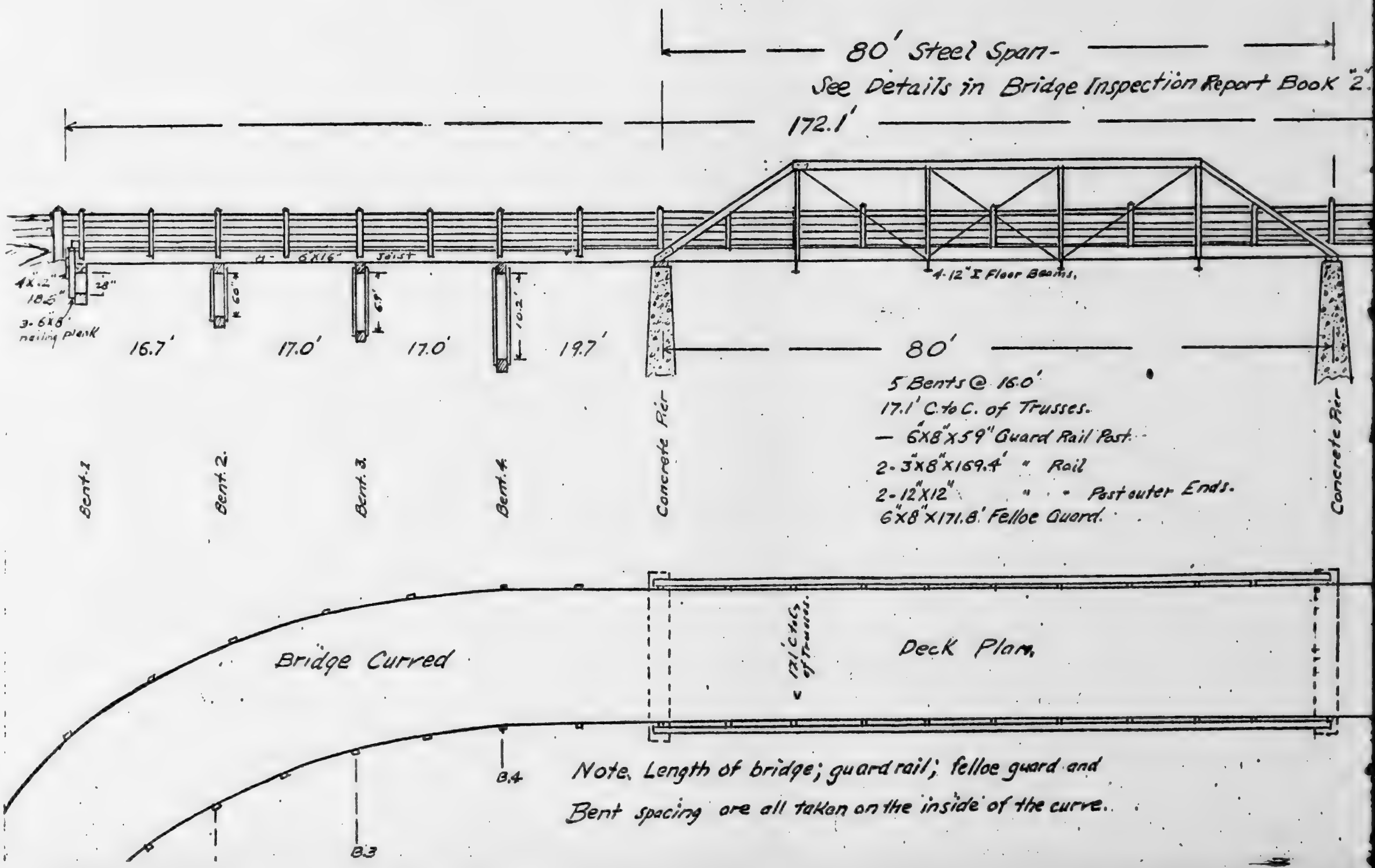
0.5 Miles from C

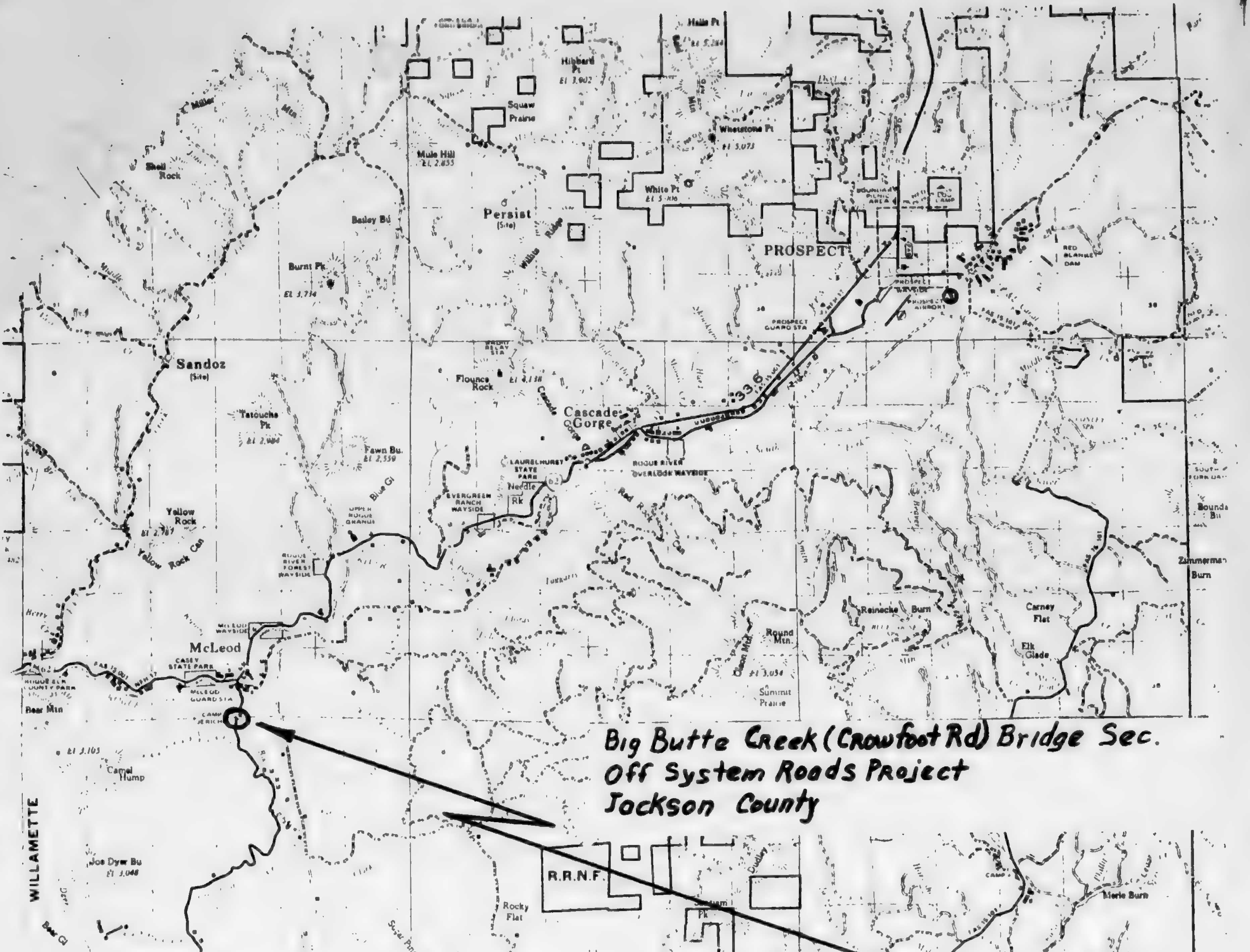
from Mc Leod Brid

CROWN

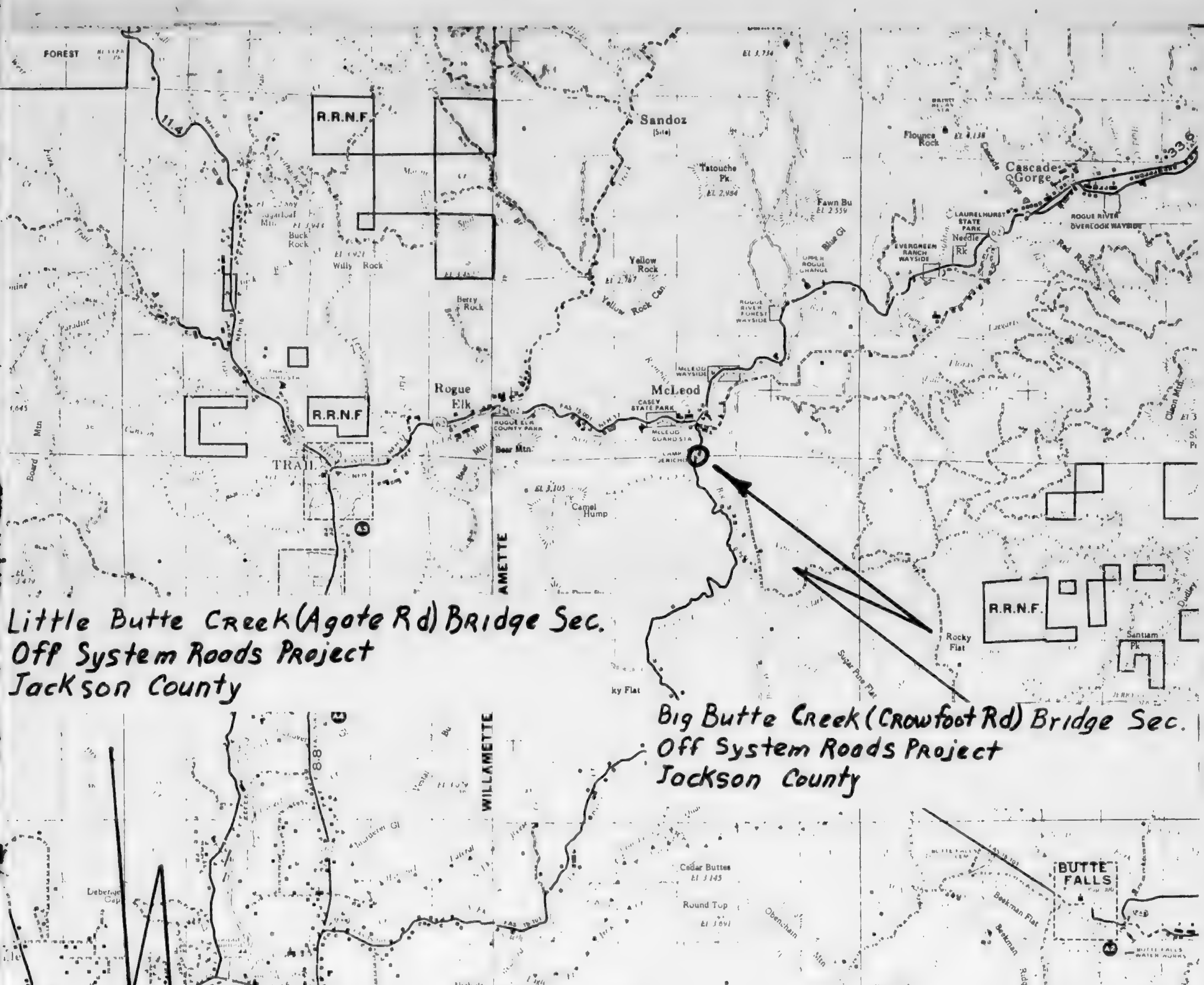
N.W4 Sec. 3; T-3

Sca


80' Steel Span-
See Details in Bridge Inspection Report Book "2."
172.1'
4-12" I Floor Beams.
4 - 6"X16" Joist
4"X12"
18.5"
28"
3-6"X8" nailing plank
60"
6.9'
10.2'
16.7'
17.0'
17.0'
19.7'
80'
Bent.1
Bent.2.
Bent.3.
Bent.4.
Concrete Pier
Concrete Pier
5 Bents @ 16.0'
17.1' C. to C. of Trusses.
— 6"X8"X5'9" Guard Rail Post.
2-3"X8"X169.4' " Rail
2-12"X12" " " Post outer Ends.
6"X8"X171.8' Felloe Guard.
Bridge Curved
17.1' C. to C. of Trusses.
Deck Plan.
B.4
B.3
Note. Length of bridge; guard rail; felloe guard and
Bent spacing are all taken on the inside of the curve.


Hibbard Pt
Squaw Prairie
Mule Hill
Wheatstone Pt
White Pt
Persist (Site)
Shell Rock
Bailey Bu
Burnt Pk
PROSPECT
RED BLANKET DAM
Sandoz (Site)
Tatouche Pk
Flounce Rock
Cascade Gorge
33.6
LAURELHURST STATE PARK
ROGUE RIVER OVERLOOK WAYSIDE
Fawn Bu
Blue Gl
EVERGREEN RANCH WAYSIDE
Needle Rk
UPPER ROGUE GRANGE
Yellow Rock
Yellow Rock Can
ROGUE RIVER FOREST WAYSIDE
Boundary Bu
Zimmerman Burn
Carney Flat
Elk Glade
Reinecke Burn
Round Mtn
Summit Prairie
McLeod
McLEOD WAYSIDE
CASEY STATE PARK
McLEOD GUARD STA
CAMP JERICHO
Bear Mtn
Camel Hump
WILLAMETTE
Joe Dyer Bu
R.R.N.F.
Rocky Flat
Sugar Pine Flat
Merle Burn
Mucky Flat
Fredenburg Bu
Rocky Hill
Northern Glades
Grouse Ridge
BUTTE FALLS
Beckman Flat
Cedar Buttes
Round Top
Obenchain Mtn
Oak Mtn
Nichols Gap
Green Top
Geppert Bu
MEDFORD CITY WATER STA
Cook Burn
WILLOW LAKE COUNTY PARK
MATCH TO SHEET 4
R1E
R2E
R3E

Big Butte Creek (Crowfoot Rd) Bridge Sec.
Off System Roads Project
Jackson County


FOREST
R.R.N.F.
Sandoz
(Site)
Tatouche Pk.
Fawn Bu
Flounce Rock
Cascade Gorge
33.6
Laurelhurst State Park
Rogue River Overlook Wayside
Evergreen Ranch Wayside
Needle Rk
Upper Rogue Change
Rogue River Forest Wayside
Yellow Rock
Yellow Rock Can.
Berry Rock
Buck Rock
Willy Rock
11.4
Rogue Elk
Rogue Elk County Park
McLeod
McLeod Wayside
Casey State Park
McLeod Guard Sta
Camp Jericho
Bear Mtn.
Camel Hump
Trail
Board Mtn
Rocky Flat
Santiam Pk
Sugar Pine Flat
Willamette
8.8
Cedar Buttes
Round Top
Obenchain Mtn
Butte Falls
Beekman Flat
Beekman Ridge
Geppert Bu
Nichols Gap
Green Top
15.1
Eagle Point
Brownsboro
Little Baldy
Gardner Bu
Meyers Hill
Brophy Hill
Farlow Hill
Lakecreek
White City
7.6
8.2
Desert
Agate Reservoir County Park
Midway
Four Corners

Little Butte Creek (Agate Rd) Bridge Sec.
Off System Roads Project
Jackson County

Big Butte Creek (Crowfoot Rd) Bridge Sec.
Off System Roads Project
Jackson County

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: BR 16173

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 30, 1975

FROM: Jack L. Davis
Jack L. Davis
Foundation Engineer

TO: Mr. J. H. Versteeg
Road Design Engineer

SUBJECT:
Foundation Data
S.Fork Big Butte Cr. (Butte Falls) Br. Sec.
Butte Falls-Prospect Hwy.
Jackson County

Enclosed, for your use, is a copy of the Foundation Data Sheet and the drill logs for S. Fk. Big Butte Cr. (Butte Falls) Bridge, No. 16173.

Data Included:

Foundation Data Sheet, drawing 30083

Drill logs, Test Holes Nos. 1, 2, 3, and 4

This project is scheduled to be let on June 19, 1975.

JLD:dh
Enclosures

cc Alfred Shirley /w/ encl.
Keith Martin /w/ encl.

1980 Ames Creek (Sweet Home) Sec. 9126
of Mt. View Rd. (city street).
(Structure)

C4A 6416 3-22-78

DE-AW 119

CC 1830 TCO

3.0 returned

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-4-82	CC 81-81		222-1971-295 322-1098-295

BILL TO: Code:

City Council
City Hall
Sweet Home, Oregon 97386
Attn: Mr. Max C. Thompson, City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Ames Creek (Mountain View Road) Section. This is an OFF SYSTEMS Project No. SOS-2204(1)			
Total Cost of Project			$68,639.13
Less Federal Funds			58,847.64
Less Advance Deposit			9,020.00
AMOUNT DUE STATE			$ 771.49
(Attach Itemized Statement with Billing)			

Advance Deposit Amount	$ 9,020.00
Advance Deposit Previously Transferred to Highway Fund	$ 7,020.00
Balance	$ 2,000.00
Transfer to Highway Fund	$ 2,000.00
Refund Due	$
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1830, CC 2070

Amount Due . . . . . $ 771.49

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved
D E Swan
D. E. Swan

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 1-4-82

CITY SWEET HOME **Contract No.** 9126 **Date Completed** Aug. 28, 1980

PROJECT # SOS-2204(1) **Section** Ames Creek (Mountain View Road) Br.

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
P.E.		$19,328.52
Construction		
Payment to Contractor		$44,156.95
SFO #1 Pavement Marking		218.63
Engineering		4,935.03
		$49,310.61
Federal Funds Collected	$58,847.64	
Total Cost of Project	$68,639.13	
Less Federal Funds	58,847.64	
Less Advance Deposit	9,020.00	
AMOUNT DUE STATE	$ 771.49	

Reference: **Billing Form** CC 81-81

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Ames Creek Culvert (Sweet Home) Section City Street in Linn County					
	Preliminary Engineering T-ype Code P.E. State	All	Required		$19,328.52	
	Construction Type Code Y007 Structure No. 16406 (Sta. 24+55.0 To Sta. 24+79.75)					
	Final Contract Payment Summary	Lump	Sum		44,155.78	
SFO	#1 Permanent Pavement Marking and delinators	All	Required		218.63	
	Total Participating Construction Cost				$44,374.41	
	Construction Engineering State	All	Required		$ 4,908.05	
	Total Participating Cost				$68,610.98	
	Nonparticipating Cost Interest on Final Payment	All	Required		1.17	
	Total Project Cost				$68,612.15	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/22/81.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. SOS-2204(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 3-30-78 To: 4-14-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$49,283.63	$49,282.46	85.77%	$42,269.57	$42,269.57	$ 0.00
19,328.52	19,328.52	85.77%	16,578.07	16,578.07	0.00
$68,612.15	$68,610.98		$58,847.64	$58,847.64	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		10/14/81

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

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                                                       ** JOB TOTALS **

                                                                                                                          STATE
BNRR XING @ FAIRVIEW  HOME  CONT NO        FA PROJ NOS RR0000S040 100                                              [illegible]
                            222    1960       296      00 N 9                                                      [illegible]
                            222    1960       298      00 N 9                                                      [illegible]
                            222    1960       901      00 P 1                                                        60 [illegible]
                            222    1960       905      00 P 1                                                       640 [illegible]
                                              TOT      P1                                                           640 [illegible]
                                           ** JOB TOTALS **                 **                 **                  640 [illegible] **

                                                                                                                          STATE
AMES CK CULVERT, SWEET HOME   CON  NO 0000 * FA PROJ NOS SOS 204001 100                                             [illegible]10 00
                            222    1971       295      00 N 9                                                   [illegible] 288. 07CP
                            222    1971       296      00 N 9                          3 218 07CP                16, 578. 07
                            222    1971       298      00 N 9                          3, 218. 07                    481 89
                            222    1971       901      00 P 1                                                     4, 950. 46
                            222    1971       903      00 P 1                                                     4, 798. 10
                            222    1971       905      00 P 1                                                        757 29
                            222    1971       906      00 P 1                                                        777. 93
                            222    1971       910      00 P 1                                                         68. 48
                            222    1971       911      00 P 1                                                        131 26
                            222    1971       914      00 P 1                                                     4  445 08
                            222    1971       918      00 P 1                                                        109. 34
                            222    1971       920      00 P 1                                                     1. 006 70
                            222    1971       921      00 P 1                                                         10[illegible] 26
                            222    1971       922      00 P 1                                                         51. 08
                            222    1971       923      00 P 1


  TOTAL TO DATE JOB COST SUMMARY                                               NOVEMBER 19[illegible]

                                                                                      FISCAL                GRAND TOTAL
  DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GP  CURRENT MONTH     YEAR TO DATE            TO DATE
                                       222   1971       926       00 P 1                                        1, 645. 65
                                                        TOT       P1                                            [illegible]
                                                     ** JOB TOTALS **                **                 **      [illegible]

                                                                                                                           STATE
   THOMASCRBRIDGE                  CONT NO        FA PROJ NOS SOS 200002 100                     1[illegible]CP        [illegible] 711 16CP
                                     222    1974       296       00 N 9                                              [illegible]
                                     222    1974       297       00 N 9
                                     222    1974       298       00 N 9                          1[illegible] 56       [illegible] 653 16
                                     222    1974       901       00 P 1                                              6, 170. 51
                                     222    1974       901       00 N 1                                                  64 [illegible]
                                     222    1974       905       00 P 1
                                     222    1974       906       00 P 1
                                     222    1974       907       00 P 1
                                     222    1974       909       00 P 1
                                     222    1974       910       00 P 1
                                     222    1974       911       00 P 1
                                     222    1974       913       00 P 1
                                     222    1974       920       00 P 1
                                     222    1974       922       00 P 1
                                     222    1974       923       00 P 1                                              [illegible]16 5[illegible]
                                     222    1974       926       00 P 1
                                     222    1974       950       00 P 1
                                                       TOT       P1                              15 00                [illegible]
                                                       TOT       N1                                                      64 [illegible]
                                                    ** JOB TOTALS **                **             15 00   **        [illegible]   **

                                                                                                                          STATE
   SHASTA CR BRIDGEPORT RD         CONT NO        FA PROJ NOS OS  301001 100                                         1 143 80CP
                                     223    1961       296       00 N 9                                                589. 80
                                     223    1961       297       00 N 9                                                [illegible]
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TOTAL TO DATE JOB COST SUMMARY                                                      NOVEMBER 1981          PAGE  179

                                                                                           FISCAL          GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION  GR    CURRENT MONTH      YEAR TO DATE         TO DATE       BEG    END
                                     322    1088     206    00 N 1                                              161.65     80     80
                                     322    1088     295    00 N 9                                           38,600.00     79     79
                                     322    1088     296    00 N 9                                           97,525.00CR   79     80
                                     322    1088     298    00 N 9                                           58,925.00     79     80
                                     322    1088     900    00 P 1                                           11,352.73     78     80
                                     322    1088     900    00 N 1                                            1,053.19     78     81
                                     322    1088     900    01 P 1                                              149.21     80     80
                                     322    1088     915    00 P 1                                              360.06     81     81
                                     322    1088     920    00 P 1                                               73.58     79     79
                                                     TOT    P1                                              112,777.57
                                                     TOT    N1                                                1,214.84
                                                    ** JOB TOTALS **                **                **    113,992.41  **

                                                                                                                         STATE
   SPRR XING 2ND-W SHERMAN       CONT NO        FA PROJ NOS RRP 00S014 100
                                     322    1090     296    00 N 9                             38.93CR        1,548.42CR   79     81
                                     322    1090     298    00 N 9                             38.93          1,548.42     79     81
                                     322    1090     900    00 P 1                                               18.41     81     81
                                     322    1090     900    03 P 1                                              752.51     79     81
                                     322    1090     900    06 P 1                                              918.49     79     81
                                     322    1090     915    00 P 1                                               31.06     79     79
                                                     TOT    P1                                                1,720.47
                                                    ** JOB TOTALS **                **                **      1,720.47  **

                                                                                                                         STATE
   AMES CREEK (SWEET HOME)       CONT NO 9126 * FA PROJ NOS SOS 204001 100
                                     322    1098     201    00 P 1                                           44,155.78     80     80
                                     322    1098     206    00 N 1                                                1.17     80     80
                                     322    1098     270    01 P 1                                              218.63     80     81
                                     322    1098     296    00 N 9                            263.19CR       48,579.57CR   80     81
                                     322    1098     297    00 N 9                                            6,310.00     80     80
                                     322    1098     298    00 N 9                            263.19         42,269.57     80     81
                                     322    1098     900    00 P 1                                            4,833.46     80     81
                                     322    1098     920    00 P 1                                               62.49     80     80
                                     322    1098     945    00 P 1                                               12.10     81     81
                                     322    1098     948    00 N 1                             26.98              26.98     81     81
                                                     TOT    P1                                               49,282.46
                                                     TOT    N1                             26.98              28.15
                                                    ** JOB TOTALS **                **         26.98  **     49,310.61  **

                                                                                                                         STATE
   BNRR XING-18TH-SWEETHOME      CONT NO        FA PROJ NOS RRP 00S025 100
                                     322    1099     270    01 P 1                                           39,190.00     80     80
                                     322    1099     296    00 N 9                          1,999.52CR       37,792.40CR   80     81
                                     322    1099     298    00 N 9                          1,999.52         37,792.40     80     81
                                     322    1099     900    02 P 1                          2,198.43          2,769.89     81     81
                                     322    1099     920    00 P 1                                               31.66     80     80
                                                     TOT    P1                          2,198.43         41,991.55
                                                    ** JOB TOTALS **                **      2,198.43  **     41,991.55  **
```

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER 133522

DATE 1-29-82

YOUR ORDER NUMBER

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

BILLING REQ. NUMBER CC 81-81

CODE SWEETH0

- CITY COUNCIL
- CITY HALL
- SWEET HOME OR 97386
-

ATTN MAX C THOMPSON

CREDIT DISTRIBUTION

222-1971-296	771.49
222-1971-295	(771.49)
324.02	771.49

DESCRIPTION			TOTAL PRICE
FINAL BILLING - AMES CREEK (MTN. VIEW RD) SECTION. THIS IS AN OFF SYSTEMS PROJECT NO. SOS-2204(1)			
TOTAL COST OF PROJECT	68,639.13		
LESS FEDERAL FUNDS	(58,847.64)		
LESS ADVANCE DEPOSIT	(9,020.00)	AMOUNT DUE STATE	771.49

110.00
FINAL

734-1150 (6-81)

L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Wildish Corvallis Construction Co. No. 9011	Talbot Rd.-Santiam River (Jefferson) Marion County	October 9, 1980
Willamette-Western Corp. No. 8998	Haines Rd.-Molalla River (Canby) Clackamas County	October 13, 1980
Western Bridge, Inc. No. 9126	Ames Creek (Sweet Home) Linn County	October 15, 1980
Peter Kiewit Sons' Co. No. 8959	Lexington-Bombing Range Road & Lexington-Pieper Canyon Road Morrow County	October 17, 1980
Fabricators, Inc. No. 9157	Libby Drive-Tarheel Creek Coos County	October 17, 1980
Hensel Phelps Const. Co. No. 8795	UPRR 2nd St. O'Xing (LaGrande) Union County	October 23, 1980
Hamilton Electric, Inc. No. 8940	Halsey St. @ 223rd Ave. (Fairview) Multnomah County	October 23, 1980
Hamilton Electric, Inc. No. 8837	Pac. Hwy. W. @ McDonald St.(Tigard) Washington County	October 23, 1980
Traffic Marking Spec. No. 9156	Coquille & Myrtle Point Pavement Marking Coos County	October 24, 1980
Hoberg Const., Inc. No. 9128	N. Tigard Intchge.-SW Beef Bend Rd. (Tigard) Washington County	October 27, 1980
Bracelin-Yeager Excav. & Trucking No. 9137	Newmark Ave.-Ocean Blvd. (Coos Bay) Coos County	October 27, 1980
Gervais Const. Co. No. 8817	Silver Falls State Park Marion County	October 30, 1980
C.W. McCallen Const. Co. No. 9124	Ferguson Rd.-Tekampe Rd. Deschutes County	October 30, 1980
Baker Redi-Mix, Inc. No. 9139	UPRR X'ing-LaGrande/Baker Hwy. (Baker) Baker County	October 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats Const. No. 9071	UPRR/Burnt River (Huntington) Br. Baker County	October 30, 1980
Baker Redi-Mix, Inc. No. 9171	Forest Boundary-North Powder River Baker County	October 30, 1980

November 10, 1980 C T Keasey

C. T. Keasey
Asst. State Highway Engineer

October 21, 1980

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9126

Gentlemen:

Contract No. 9126 awarded to Western Bridge, Inc. for a structure over Ames Creek in Sweet Home, Linn County, was completed September 24, 1980, and accepted by the State Highway Division on October 15, 1980.

Final payment in the amount of $500.19 will be released to the contractor after October 27, 1980. The total contract amount is $44,155.78 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: Western Bridge, Inc.
3640 Spring Boulevard
Eugene, OR 97405

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

Sweet Home

October 15, 1980

J. M. Martin
Resident Engineer

W. E. Cole
Design Engineer Supervisor

Ames Creek (Sweet Home)
Mountain View Road
Linn County
(Construction Contract
No. 9126)

This letter acknowledges receipt of your narrative report on the subject project.

We appreciate receiving these reports as they could be helpful to us in future design work.

WEC:ab

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Ames Creek (Sweet Home)Sec.	WEEK ENDING September 13, 1980	SECTION PREFIX 322-1098
HIGHWAY City Street	COUNTY Linn	
NAME OF JOB Ames Creek (Sweet Home) Sec.	KIND OF WORK Structure	
CONTRACTOR Western Bridge	CONTRACT NUMBER 9126	FEDERAL AID PROJECT NUMBER SOS-2204(1)
DATE OF CONTRACT May 16, 1980	DATE WORK STARTED June 23, 1980	ESTIMATED COMPLETION DATE October 25, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 150	WORK DAYS USED CALENDAR DAYS USED 92
PROJECT AUTHORIZATION $ 46,422.88	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 61%
EXCLUSIVE OF ENGINEERING $ 42,368.48	ENGINEERING AUTHORIZATION $ 4,054.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 44,823.59	ENGINEERING COST TO DATE $ 3,088.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN ~~XXXXX~~ 3.2 %	PERCENT OF AUTHORIZATION 76 %	DATE PROJECT WAS COMPLETED August 28, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
		100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	96 Cu. Yd.				10 Ton
TOTAL QUANTITIES CORRECTED TO DATE	96 Cu. Yd.				51.2 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	96 Cu. Yd.				51.2 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	6406						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	7 Clear	0		
MONDAY	8 Clear	0		
TUESDAY	9 Clear	0		
WEDNESDAY	10 Clear	0		
HURSDAY	11 Clear	0		
RIDAY	12 Showers	0		
SATURDAY	13	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity all week. Contract work completed.

Office working on semi-final.

SIGNED Martin LOCATION Albany
J. M. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 5-229		County Linn
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5 21 80	Project Number SOS-2204(1)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,900.00	$ 75,504.00
Federal funds	$ 13,360.00	$ 64,500.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of May, 1980.

OREGON STATE HIGHWAY DIVISION *(Official name of Highway Agency)*	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By	By *(Division Administrator)*
Assistant State Highway Engineer *(Title)*	For: G.L. Green
XX ~~By~~ For: H.S. Coulter	
State Highway Engineer *(Title)*	
By	
(Title)	

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon, May 8, 1980

Federal Aid Project
No. SOS-2204(1)

Ames Creek Culvert (Sweet Home) Section
City Street in Linn County

Project Agreement Estimate

Type Code PE

Preliminary Engineering	All Required		$15,900.00

Type Code Y007
Structure No. 16406 (Sta. 24+55.0 to Sta. 24+79.75)

Mobilization	All Required		$2,125.00
Temporary Protection and Direction of Traffic	All Required		250.00
Temporary Signs	45 Sq.Ft.		270.00
Temporary Barricades	2 Each	78.00	156.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin.Ft.	9.00	450.00
Granular Embankment	96 Cu.Yd.	8.50	816.00
Class "B" Asphalt Concrete	10 Ton	103.00	1,030.00
Guard Rail Type 2A	100 Lin.Ft.	12.00	1,200.00
Guard Rail Type 3	100 Lin.Ft.	35.00	3,500.00
Guard Rail Anchors Type 1	4 Each	165.00	660.00
Rail End Pieces Type C	4 Each	170.00	680.00
Bridge Removal Work	All Required		9,060.00
Structure Excavation	50 Cu.Yd.	24.00	1,200.00
Structural Concrete, Class 300	All Required		5,135.00
4'x20'/23' Prestressed Slabs	8 Each	1,200.00	9,600.00
Reinforcement	All Required		1,000.00
Metal Rail with Tubing	38 Lin.Ft.	74.00	$ 2,812.00
			$39,894.00

Anticipated Items

Permanent Pavement Striping (Markers & Delineators)	All Required	$ 250.00
Seeding and Mulching	All Required	300.00
City of Sweet Home (Water)	All Required	500.00
		$ 1,050.00

Subtotal	$40,944.00
Engineering	5,936.00
Total	$46,880.00

Oregon State Highway Division
Salem, Oregon, May 8, 1980

Federal Aid Project
No. SOS-2204(1)

Length Of Structure - - - - - - - - - - .00474

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$15,900	$13,360	$2,540
Structure	46,880	40,223	6,657
Subtotal	$62,780	$53,583	$9,197
Reserve	12,724	10,917	1,807
Total	$75,504	$64,500	$11,004

Group 1 100%
Contract No. 9126
Prefix 322-1971
Prefix 322-1998

Non Participating Items (State Responsibility)

Furnish Mail Box Posts	All Required	$100.00

2

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 2-94

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-20-80

ate Oregon

County Linn

Project Number SOS-2204(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 8, 1978,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,700.00	$ 15,900.00
Federal funds	$ 5,740.00	$ 13,360.00
Other revisions		

This modification is made for the following reasons:

To include approved increase in preliminary engineering and approved increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of February, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon February 20, 1980

Federal Aid Project
No. SOS-2204(1)

Ames Creek Culvert (Sweethome) Section
City Street in Linn County

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering (Ames Cr. Br.)

Preliminary Engineering	All Required	$15,900.00
	Total	$15,900.00

Length of project - - - - - 0.0 mile

- SUMMARY OF FUNDS -

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$15,900.00	$13,360.00	$ 2,540.00
Retain in Program P.S. & E. Status	59,100.00	51,140.00	7,960.00
Total	$75,000.00	$64,500.00	$10,500.00

Group 1 - 100%
Prefix 222-1971
Prorata 85.8%

For.

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
11-93

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

11 ✓ 18

State: Oregon
County: Linn
Project No.: S05-2204(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
City St., Mt. View Rd. @ Ames Cr. (Sweethome)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-30-78	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	3-30-7[illegible]	0.0
OTHER *(Specify)*		

FUNDS Pro Rata [illegible]5.[illegible]

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,700.00	$ 5,740.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Technical Services Engineer
(Title)
XX For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

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3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

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8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

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File

Oregon State Highway Division
Salem, Oregon October 27, 1978

Federal Aid Project
No. SOS-2204(1)

AMES CREEK CULVERT (SWEETHOME) SECTION
CITY STREET IN LINN COUNTY

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering (Ames Creek Bridge)

Preliminary Engineering	All Required	$6,700.00
	TOTAL	$6,700.00

Length of Project -------------- 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 6,700.00	$ 5,740.00	$ 960.00
Retain in PS&E Status	31,400.00	26,940.00	4,460.00
TOTAL	$38,100.00	$32,680.00	$5,420.00

Group 1 - 100%
Prefix: 222-1971
Prorata: 85.8%

1126

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	OS-2204(1)
STATE PROJECT NO.	See below
PROGRAM NO.	
ITEM NO.	80215
COUNTY NAME	Linn
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administzator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 22 '80
REFER TO
FOR
Info | Inves | R/D | G/S | Sgn | Act | File

5/23
eng

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-30-80	5-20-80	Non Federal Aid	City Street

GENERAL LOCATION:
Ames Creek Culvert (Sweethome) Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Utility Adjustment
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-6-80 you are now authorized to proceed with the actual adjustments for the water line of the City of Sweethome. Reimbursement on an actual cost basis estimated to be $418 - Federal Funds $358 is approved.

Approval and participation for the eligible portion of the work authorized above is subject to provisions of the Federal-aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-20-80	G. K. Hosmer	for Division Administrator

FORM PR-1240
(REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-631-855

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

ROW 18-4

May 6, 1980

NOTED
E. S. HUNTER

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE Suite 100
Salem, OR 97301

Water Line Relocation
City of Sweet Home
Ames Creek (Sweet Home) Section
Mountain View Rd.
Linn County
Project No. OS-2204(1)

Here is a copy of an estimate of cost to adjust the City of Sweet Home's water facilities dated April 29, 1980.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The relocation of utilities is the City's responsibility. The conflict was anticipated. The relocation agreement will, therefore, consist of the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as it is a City-owned utility on City street right-of-way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above and authorization to proceed with the work under the provisions of PPM 30-4 is requested. Estimated cost to the State is $418.

Yours truly,

D E Swan

D. E. Swan
Operations Programming Engineer

JMC/vlw
Enc.
cc: E. S. Hunter ✓
Jack M. Cartwright
Don Bedford

Form 734-3123

May 2, 1980 DES 6

City Council
City Hall
Sweet Home, Oregon 97386

Attn: Mr. Max Thompson
City Manager

Gentlemen:

On May 1, 1980 a satisfactory bid was received from Western Bridge Inc., 3640 Spring Blvd., Eugene, Oregon 97405 for the Ames Creek structure on Mountain View Road. This is an OFF SYSTEM Project No. S05-2204(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$39,894.00
Seeding and Mulching	$ 300.00
Pavement Marking	250.00
Furnish Mail Box	100.00
4 1/2% Contingencies	1,824.48
10% Engineering	4,054.40
Est. Construction Cost	$46,422.88
Est. P.E. Cost	18,000.00
Est. Cost of Project	$64,422.88
Less P.E. Advance Deposit	- 960.00
Less Federal Funds 86% of $64,422.88	-55,403.68
EST. CITY COSTS FOR PROJECT	$ 8,059.20

5-16-80
Phil
Rec'd
Told
Ed
Harry

By rounding the City's share will be $ 8,060.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 23, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

G. L. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 761: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 761 when check is received.
Willis Grafe, Linn County Engineer

6

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. S-2204(1) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO. ITEM NO. 80215	COUNTY NAME Linn PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

4/14
Orig

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO
Moehring
FOR
Info Inves R/D D.h Sign Act File

DATE PS&E APPROVED 3/30/78	DATE AUTHORIZATION EFFECTIVE 4/9/80	FEDERAL ROUTE NUMBER Non Federal-aid STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Ames Creek Culvert (Sweethome) Section

GENERAL DESCRIPTION OF WORK:

Authorization to advertise

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ XX OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 3/24/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE 4/9/80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ GOVERNMENT PRINTING OFFICE 1976 611-455

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TOTAL TO DATE JOB COST SUMMARY                                            MARCH 1980        PAGE [illegible]
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   [illegible] YEAR TO DATE   [illegible] TO DATE
                                                  TOT      PT                     [illegible]        [illegible]
                                                  TOT      H1                     [illegible]        [illegible]
                                                  $$ JOB TOTALS $$          $$    [illegible] $$     [illegible] $$

  RRXR XING @ FAIRVIEW(S HOME)   CONT [illegible]   F0 [illegible] NOS [illegible] 100
                              [illegible] 1980    [illegible]   [illegible] P 1                      [illegible]
                              222  1980    [illegible]   [illegible] P 1                           [illegible]
                                                  $$ JOB TOTALS $$          $$        $$          [illegible] $$

  AMES CK CULVERT, SWEET HOME    CONT [illegible]   FH [illegible] NOS [illegible] 100                   STATE
                              [illegible] 1971    [illegible]   [illegible] H 9                      [illegible]
                                                                 H 9
                                                                 H 9
                                                                 P 1      28.14      [illegible]
                                                                 P 1      [illegible]
                                                                 P 1      305.92     [illegible]
                                                                 P 1
                                                                 P 1
                                                                 P 1
                                                                 P 1      6.01       [illegible]
                                                                 P 1      [illegible]
                                                                 P 1      155.20     [illegible]
                                                                 P 1      91.03      [illegible]
                              222  1971    [illegible]   [illegible] P 1                      [illegible]
                                                  $$ JOB TOTALS $$  182.27 $$  [illegible] $$  [illegible] $$

  THOMASCRKBRIDGE                CONT [illegible]   FH [illegible] NOS [illegible] 100                   STATE
                              [illegible] 1974    [illegible]   [illegible] H 9       2,[illegible].14CR  [illegible]CR
                                                                 H 9
                                                                 H 9                  2,[illegible]      [illegible]
                                                                 P 1                  12.75
                                                                 P 1
                                                                 P 1      2.40       [illegible]
                                                                 P 1                  [illegible]
                                                                 P 1                  [illegible]
                                                                 P 1
                                                                 P 1
                                                                 P 1      175.17     1,[illegible].76    2,[illegible]
                              222  1974    950           [illegible] P 1                          5.10
```

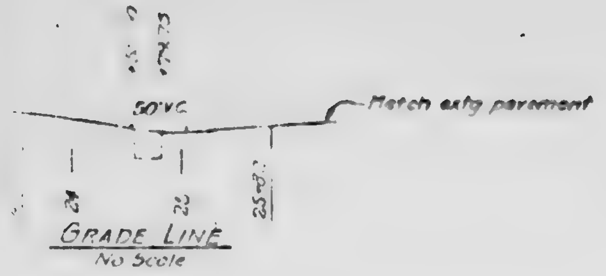
3-80

91 3 0

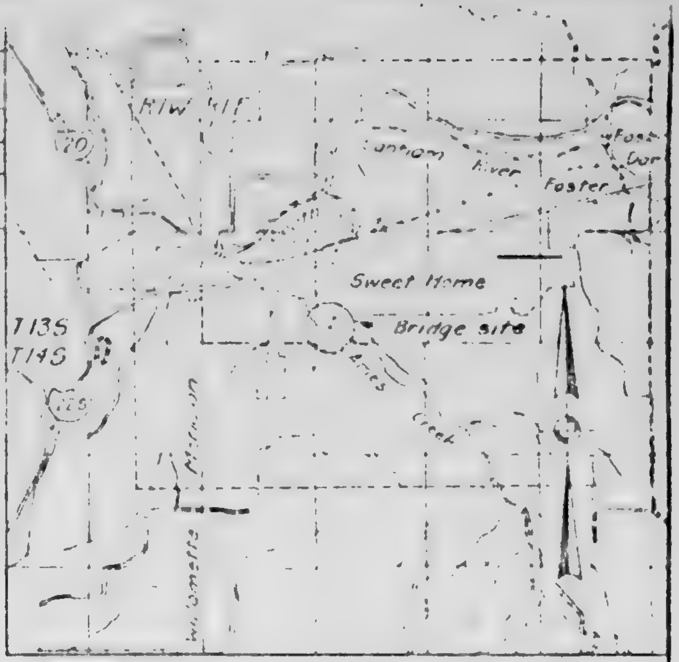
HYDRAULIC DATA

	Design flood	Intermed flood
Discharge-c.f.s	1250	1650
Frequency-yrs.	25	100
H.W. Elev Natural Channel	558.9	

3-25-80



GRADE LINE
No Scale



VICINITY MAP
No Scale

GENERAL NOTES.

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS 20-44 loading with an allowance of 75 lb/ft² for wearing surface.

Concrete members, except prestressed members, designed by Load Factor Design Method.

Prestressing steel shall be in accordance with detail plans.

All other reinforcing steel shall conform to ASTM Specification A615 Grade 60. The following splice lengths shall be used unless shown otherwise.

Bar Size	Splice Length	Bar Size	Splice Length
4	1'-4"	6	2'-0"
5	1'-8"	8	[illegible]

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise.

Concrete in prestressed precast units shall be as shown on the detail plans.

All other concrete shall be class 3300-1½.

[illegible] by City of Sweet Home

3/25/80
Date

APPROVED BY STRUCTURAL DESIGN ENGINEER BY	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED DRAWN CHECKED TRACED REVIEWED CALC. BOOK	Ames Creek Bridge [illegible] [illegible] Linn County
DATE	[illegible]
	[illegible]
	DRAWING NO. [illegible] 1 of [illegible]

Sweet Home

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 24, 1980

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening April 24, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. SOS-2204(1) Highway No. 2022 City
Federal-aid Project Name Ames Creek Culvert (Sweet Home)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[xx] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

REFERRED TO
Beard Stoudenmeyer
✓ Cole Semple
Erikson Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Section Ames Creek (Sweet Home) Sec

Programming Estimate $ ~~58,000~~ 51,000 [illegible]

Highway City Street (Mountain View Rd)

Project Length 0.05

County Linn

Completion Time 150 Calendar

Kind of Work Structure

10-22-80.

Prefix 222-1971-921

FA Project No. SOS-2204 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION 49,460.00

ontract Amount $ ~~50,160.00~~

ROUTING SLIP—DEPT. OF TRANSPORTATION

Date: 3-24-80

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lana Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- [✓ Region Number 2]
- District Number

ATTENTION: Phil Hearns

FROM: HR

COMMENTS: This estimate is approx. the same cost total as the one the county & city said ok to.

Form 731-0022 (7/78) SP*70682-734

250.00

100

300.00

$ 650.00

	$ 50,110.—
Contingencies (4-1/2%)	2,254.95
Engineering (10 %)	5,011.—
SUBTOTAL	$ 57,375.95
Credit for	
Estimated Net Authorization, Construction	$ 57,375.95

APPROVED

Road Design Engineer

3/24/80

APPROVED

FINAL DESIGN ENGR.

Section Ames Cre k (Sweet Home) Sec Programming Estimate $ ~~58,000~~ 57,000 Dn

Highway City Street (Mountain View Rd) Project Length 0.05

County Linn Completion Time 150 Calendar

Kind of Work Structure 10-22-80

Prefix 222-1971-921 FA Project No. SOS-2204(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ ~~50,160.00~~ 49,460.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping Markers and delineators	250.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Install Water Meter		$ 650.00
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts	100	
Adjust Utilities		
Seeding & mulching	300.00	
Misc. Permit Fees		
		$ 50,110 —
Contingencies (4-1/2%)		2,254.95
Engineering (10 %)		5,011 — 95
SUBTOTAL		$ 57,375.95
Credit for		
Estimated Net Authorization, Construction		$ 57,375.95

APPROVED 3/24/80

Road Design Engineer

APPROVED

FINAL DESIGN ENGR.

OREGON STATE HIGHWAY DIVISION

[✓ SUMMARY]—BID SCHEDULE—[✓ COST ESTIMATE]

Sheet 1 of

Date Feb 28, 1980

Section Ames Creek (Sweet Home) Sec.

County Linn

Kind Of Work Grading, Paving and Structures

Length 0.04

Name Bill Berst

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	9%	All	All	—	4,10
	Temporary Protection and Direction of Traffic		All	All	—	370
	Temporary Signs		Sq. Ft.	45	6.00	270
	Temporary Barricades		Each	2	125.00	250
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	50	8.00	400
	~~Flagmen~~		~~Hour~~			
	Roadwork					
	Granular Embankment ~~General Excavation~~		Cu. Yd.	96	15—	1,44
	~~Aggregate Base~~		~~Ton~~	~~280~~		
	Class "B" Asphalt Concrete		Ton	10 ~~125~~	60—	600
	Guard Rail, Type 2A		Lin. Ft.	100	20—	2,00
	Guard Rail, Type 3		Lin. Ft.	100	30—	3,00
	Guard Rail Anchors, Type 1		Each	4	350—	1,40
	Rail End Pieces, Type C		Each	4	160—	640
	~~Extra for Asphalt Approaches~~		~~Each~~	~~1~~		
	Structure					
	Bridge Removal work		All	All	—	3,00
	Structure Excavation		Cu. Yd.	50 ~~45~~	40.00	2,00
	Structural Concrete, Class 3300		All	All	—	11,00
	4'x20'/25' Prestressed Slabs		Each	8	2,000	16,00
	Reinforcement		All	All	—	900 ~~1,5[illegible]~~
	Metal Rail with Tubing		Lin. Ft.	38	55.00	2,090

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/21/80

Donald L Rount

Apr 24, 1980
~~4-26-79~~ Bid Letting ______________ All Clear Deadline

SECTION Ames Creek Culvert
Highway Sweet Home
County Linn County Region 2
Type of Work Culvert Funds OS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☐	☒	☒	☒	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☒	☐	☐	☐	☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 221-1971

INTER-OFFICE CORRESPONDENCE
Albany, OR 97321
March 19, 1980

FROM: J. M. Martin
Resident Engineer

TO: G. W. Wimer
Region Construction Engineer

SUBJECT: Review of Special Provisions
Ames Creek Bridge Sweet Home)
Linn County

Comments re the subject are as follows:

① Division of State Lands permit restricts removal or filling between September 1st and July 1st. How necessary is this restriction when there is a turbidity limit, also a downstream filter blanket. This will reduce the effective calendar days to about 96 and could increase the cost of the work.

② Would recommend "Bridge Out at Ames Creek" added to "Road Closed to Thru Traffic". This allows traffic to understand what portion of the road is closed.

cc Don Trout -- Please attempt to secure an earlier starting date. Let Specs know. Your answer to them should clarify this, concludes our full review of the Special Provs.

G Wimer

cc Jack Martin — You're right about the signs, particularly if further removed from the site. In this case, though, we've secured a major reduction in other signing and not worth risking for this minor change.

G Wimer

RECEIVED

ection Ames Creek (Sweet Home) Sec Programming Estimate $

Highway City Street (Mountain View Rd) Project Length 0.05

County Linn 3-18-80 Completion Time 150 Calendar D.

Kind of Work Structure 10-22-80

Prefix 222-1971-921 FA Project No. SOS-2204 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 50,160⁰⁰

Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping Markers and delineators	250⁰⁰	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Install Water Meter		$ 650⁰⁰
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts	100 —	
Adjust Utilities		
Seeding & mulching	300⁰⁰	
Misc. Permit Fees		

	$ 50,810 —
Contingencies (4-1/2%)	2,286 45
Engineering (10 %)	5,081 —
SUBTOTAL	$ 58,177 45
Credit for	
Estimated Net Authorization, Construction	$ 58,177 45

APPROVED

Road Design Engineer

Rec 3-18-80
Sent copy to Stearns.
H

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of

Date Feb 28, 1960

Section Ames Creek (Sweet Home) Sec.

County Linn

Kind Of Work Grading, Paving and Structures Length 0.04

Name Bill Bergsted

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	—	4,100 —
	Temporary Protection and Direction of Traffic		All	All	—	370 —
	Temporary Signs		Sq. Ft.	45	6.00	270 —
	Temporary Barricades		Each	2	125.00	250 —
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	50	8.00	400 —
	~~Flagmen~~		~~Hour~~	—	—	
	Roadwork					
	Granular Embankment ~~General Excavation~~		Cu. Yd.	96	15 —	1,440 —
	~~Aggregate Base~~		~~Ton~~	~~280~~		
	Class "B" Asphalt Concrete		Ton	10 ~~125~~	60 —	600 —
	Guard Rail, Type 2A		Lin. Ft.	100	20 —	2,000 —
	Guard Rail, Type 3		Lin. Ft.	100	30 —	3,000 —
	Guard Rail Anchors, Type I		Each	4	350 —	1,400 —
	Rail End Pieces, Type C		Each	4	160 —	640 —
	~~Extra for Asphalt Approaches~~		~~Each~~	~~1~~		
	Structure					
	Bridge Removal work		All	All	—	3,000 —
	Structure Excavation		Cu. Yd.	50 ~~45~~	40.00	2,000 —
	Structural Concrete, Class 3300		All	All	—	11,000 —
	4'x20'/25' Prestressed Slabs		Each	8	2,000	16,000 —
	Reinforcement		All	All	—	1,600 —
	Metal Rail with Tubing		Lin. Ft.	38	55.00	2,090 —

11

.EGON STATE HIGH'AY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Ames Creek (Sweet Home)
Highway City St (Mt. View Rd)
County Linn
Prefix 222-1971-905
Length [illegible] Miles 0.04
Designer C. B. Barner
Date 3/6/80
Signed
Title

Grading & Drainage	$ 10,950
Surfacing	$ 600

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 3-6-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number [✓ 2]
District Number

ATTENTION: Phil Stearns

FROM: HR

COMMENTS: Please inform the city

Form 731-0022 (7/78) SP*70682-734

)	$ 50	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
		$ 50
		$ 11,600
		$ 2,300

Br. # 16406	$ 44,000
	$
	$
	$

TOTAL STRUCTURES	$ 44,000
Right of Way	$
TOTAL ESTIMATED COST	$ 57,900
Est. P.E. Costs	$18,000.
Est. Project Costs	75,900

Est. City share is 14% of $75,900 = $10,626 less $960 (PE advance) = $9,666

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Ames Creek (Sweet Home)
Highway City St. (Mt. View Rd.) County Linn Prefix 222-1971-905
Length 225' Miles 0.04 Designer C. B. Barner Date 3/6/80
Signed Title

Grading & Drainage	$ 10,950
Surfacing	$ 600

Extra Work

Relocate Mailbox (1)	$ 50
	$
	$
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK	$ 50
TOTAL	$ 11,600
+20 % Engineering and Contingencies	$ 2,300

Structures

Br. # 16406	$ 44 000
	$
	$
	$

TOTAL STRUCTURES	$ $44 000
Right of Way	$
TOTAL ESTIMATED COST	$ $57,900
Est. P.E. Costs	$18,000.
Est. Project Costs	$75,900

Est. City share is 14% of $75,900 = $10,626 less $960 (PE advance) = $9,666

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date

Section Ames Creek (Sweet Home)
County Linn

Kind Of Work Grading, Paving & Structure
Length 225'
Name C. B. Barner

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (9%)	110	All	100%	970.00	970
	Temporary Protection And Direction Of Traffic	111	"	"	680.00	680
3	Temporary Signs	"	Sq. Ft.	45	6.00	270
1	Temporary Barricades (Type III	"	Ea.	2	125.00	250
5	Temporary Continuous Rail Traffic Barrier, Reflectorized	"	Lin. Ft.	50	6.00	300
6	Embankment In Place	203	Cu. Yd.	96.	15.00	1,440
7	Class "E" Asphalt Concrete	403	Ton	10	60.00	600
8	Guard Rail, Type 2A	606	Lin. Ft.	100	20.00	2,000
9	" " " 3	"	"	100	30.00	3,000
0	" " Anchors, Type 1	"	Ea.	4	350.00	1,400
1	Rail End Pieces, Type C	"	"	4	160.00	640

STATE OF OREGON

INTEROFFICE MEMO

DES-23
Br. 16406

TO: C. O. Fredrickson
Region 2 Engineer

DATE: February 22, 1980

FROM: TG Thompson
T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:
Ames Creek Bridge
Ames Creek Bridge Section
Mt. View Road
Linn County
Bridge 16406

Enclosed are two reduced prints of drawings 35054 and 35055 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$19,900
Structure(s)	$36,700
Engineering & Contingencies	$11,400
TOTAL	$68,000

It is planned to call for bids on this section soon.

Please make a field review and return one set by March 15, 1980 with your comments and/or corrections noted thereon.

GDA:df
Enclosures

cc: Alan D. Archibald, Director of Public Works, Sweet Home (w/2 sets encls.)
Willis Grafe, Linn County Engineer (w/1 set encl.
H. A. Schell (w/2 sets encls.)
Specs Unit (w/1 set encls., plus estimate sheet (unchecked) and designer's notes.)
Construction (w/1 set encl)
Utility Unit (w/1 set encl.)
✓County-City Unit
Engineering (w/1 set encl.)
Jack Martin, Resident Engineer (w/1 set encl.)

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT
DEPT.

378-6569
TELEPHONE

TO: F I L E

DATE: February 1, 1980

FROM: Gene M Finley
Gene M. Finley
Hydraulics Specialist

SUBJECT: Ames Creek Culvert (Sweet Home)
Mountainview Road
Linn County

- Addendum #2 -

The Bridge Department requested an hydraulics study on replacing the existing timber structure with a single-span, prestressed slab bridge on the existing abutments and the same alignment.

HYDRAULIC DESIGN

The 25-year flood of 1,250 cfs was chosen as the design flood.

Using 15-inch deep prestressed slabs the waterway opening for the proposed 25-foot long structure would increase from 130± ft^2 to 150± ft^2. Along the upstream embankments, the highwater elevation would be 558.9 feet (MSL) which includes 0.6-foot of backwater. Average velocity through the structure would be 8.2 fps. The following tabulation compares the existing structure to the proposed structure for the design flood.

	Existing Structure	Proposed Structure
Waterway Opening	130± ft^2	150± ft^2
Bridge Waterway Flow	1,150 cfs	1,250 cfs
Roadway Overflow	100 cfs	0 cfs
Roadway Overflow Depth	0.5 ft	0 ft
H.W. Along Upstream Embankments	559.8 ft (MSL)	558.9 ft (MSL)
Backwater	1.2 ft	0.6 ft
Velocity Through Bridge Opening	8.9 fps	8.2 fps

This is an improvement over the existing condition.

Mr. Willis Grafe, Linn County Engineer, indicated that the existing bridge has sufficient waterway area and that there should be no flooding problems for the design flood.

RIPRAP

No riprap protection will be required since a concrete slab will be constructed across the channel bottom between the abutments for structural purposes.

GMF:ge

Attachment

cc: Frank Terpin w/att.
Walt Hart "
J. Davis "
D. Christensen "
H. Schell, FHWA "
Don Harwell "
A. Shirley "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
FEB 5 1980
REFERRED TO
FOR
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	1250	1650	
Discharge - m³/s			
Frequency - yrs.	25	100	
H.W. Elevation Natural Channel ft.	558.9		
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity - fps	8.2		
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 25-foot Prestressed Slab Bridge

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Ames Creek (Sweet Home) Culvert
Mountainview Rd.
Linn County

COMPILED BY: Gene Finley
DATE: February 5, 1980

11-2c

U. S. DEPARTMENT OF TRANSPORTA - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-29-80

ERAL AID PROJECT NO.: SOS-2204(1) (Safety)

STATE PROJECT NO.: See below

COUNTY NAME: Linn

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80215

FROM: G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Phil Stearns

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE ~~1-29-80~~ FEB 15 1980	FEDERAL ROUTE NUMBER Non-Federal-aid STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Ames Creek culvert (Sweethome) Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change see below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-16-79 I approve the revised Preliminary Engineering costs to a TEC of $15,900 with Federal participation limited to $13,360 (Increase TEC $9,200 FF $7,890)

Also, as requested in Mr. Swan's letter of 8-6-79 I approve the revised construction costs estimated cost of $59,100 with Federal participation limited to $51,140 (Incr TEC $27,700 - F.F. $24,200)

DATE 1-29-80	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

STATE OF OREG

INTERO CE MEMO

TO: Mr. C. E. Fredrickson
Region 2 Engineer - Attn. Phil Stearns

DATE: January 29, 1980

DES 23
Br 16406

FROM: T. G. Thompson
Supervising Structural
Design Engineer

T.G. Thompson

SUBJECT: Ames Creek Bridge
Ames Creek Bridge Section
Mt. View Road
Linn County
Bridge 16406

Enclosed are four reduced prints of drawings 35045 and 34128 which are the preliminary plan and elevation and vicinity map for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ 19,900
Structure	36,600
Engineering and Contingencies	11,300
Total	$ 67,800

Please use these prints to obtain the approval of the City of Sweet Home and Linn County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

It is planned to call for bids on this project soon.

GDA:dh
Enclosures

cc H. A. Schell /w/ 1 set encls. and Hydraulic Report
Road Design /w/ 1 set
County-City Unit
Environment Sec., M. Banks /w/ 1 set

1-125-1387

EGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Ames Creek (Sweet Home)
Highway City St. (Mt. View Rd.) **County** Linn **Prefix** 222-1971-905
Length 228' **Miles** 0.04 **Designer** C. B. Barner **Date** 12/12/79
Signed **Title**

Grading & Drainage $ 13,829

$ 7,771

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 12-12-79

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lana Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- Region Number 2
- District Number

ATTENTION:
Phil Stearns

FROM:
KC

COMMENTS:
Please inform the city. Do they wish to wait to see how the OFF SYSTEM Funds are to be distributed?

Form 731-0022 (7/78) SP*70682-734

) $ —
(u) $ —
) $ 50
$
$
$
$
$
$
$

$ 50

. . . . $ 21,650

$ 4,350

Structures

Br. # 16606 $ 42,000
$
$
$

TOTAL STRUCTURES $ 42,000

Right of Way $

TOTAL ESTIMATED COST . . . . $ 68,000

[illegible]GON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Ames Creek (Sweet Home) Prefix 222-1971-905
Highway City St. (Mt. View Rd.) County Linn Date 12/12/79
Length 228' Miles 0.04 Designer C. B. Barner Title
Signed

Grading & Drainage	$ 13,829
Surfacing	$ 7,771

Extra Work

Permanent Striping (To Be Done By City or County)	$ —
Permanent Signing (To Be Done By City or County)	$ —
Relocate Mailboxes (1)	$ 50
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK	$ 50
TOTAL	$ 21,650
+20% Engineering and Contingencies	$ 4,350

Structures

Br. # 16606	$ 42,000
	$
	$
	$

TOTAL STRUCTURES	$ 42,000
Right of Way	$
TOTAL ESTIMATED COST	$ 68,000

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 12/12/79

Section Ames Creek (Sweet Home)
County Linn

Kind Of Work Grading, Paving & Structure
Length 228'
Name C. E. Barner

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (9%)	110	All	100%	1,789^{00}	1,789
2	Temporary Protection And Direction Of Traffic	111	"	"	1,670^{00}	1,670
3	Temporary Signs	"	Sq. Ft.	195	6^{00}	1,170
4	Temporary Barricades (Type III)	"	Ea.	2	125^{00}	250
5	Temporary Continuous Rail Traffic Barrier, Reflectorized	"	Lin. Ft.	50	6^{00}	300
6	Flagmen ("B") (All Work Under Closure-Not Required)	"	Hr.	—	—	—
7	Clearing And Grubbing (0.12 Acre) (Include In General Excavation)	201	All	—	—	—
8	General Excavation	203	Cu. Yd.	68	20^{00}	1,360
9	Finishing Roadbed And Slopes (Include In Surfacing)	222	All	—	—	—
0	Watering (Include In General Excavation)	233	M-Gal.	5	—	—
1	Aggregate Base Material	304	Ton	283	12^{00}	3,396
2	Class "B" Asphalt Concrete	403	"	125	35^{00}	4,375
3	Asphalt In Tack Coat (Include In Asphalt Concrete)	407	"	0.1	—	—
4	Guard Rail, Type 2A	606	Lin. Ft.	100	20^{00}	2,000
5	" " " 3	"	"	100	30^{00}	3,000
6	" " Anchors, Type 1	"	Ea.	4	350^{00}	1,400
7	Rail End Pieces, Type C	"	"	4	160^{00}	640
8	Extra For Asphalt Approaches	610	"	1	250^{00}	250
9	Roadside Seeding And Mulching (0.07 Acre) (To Be Done By City or County)	681	All	—	—	—

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Ames Cr. (Sweet Home)
Highway City St. (Mt. View Rd.) County Linn Prefix 222-1971-905
Length 328' Miles 0.06 Designer C. R. Farner Date 11/19/79
Signed Title

$ 20,426

$ 10,224

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 11-19-79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number 2
District Number

ATTENTION: Phil Stearns

FROM: HR

COMMENTS: Please inform the city. We do not know as yet how the new funds will be ~~listed~~ distributed

Form 731-0022 (7/78) SP*70682-734

$ 420

$ 200

$ 100

$

$

$

$

$

$

$

$ 720

. . . . $ 31,370

+20 % Engineering and Contingencies $ 6,230

Structures

Br # 16406 $ 40,800

$

$

$

TOTAL STRUCTURES $ 40,800

Right of Way $

TOTAL ESTIMATED COST . . . . $ 78,400

REGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Ames Cr. (Sweet Home) Prefix 222-1971-905
Highway City St. (Mt. View Rd.) County Linn Date 11/19/79
Length 328' Miles 0.06 Designer C. R. Farmer
Signed Title

Grading & Drainage		$ 20,426
Surfacing		$ 10,224
Extra Work		
Permanent Striping	$ 420	
Permanent Signing	$ 200	
Relocate Mailboxes	$ 100	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 720
TOTAL		$ 31,370
+20 % Engineering and Contingencies		$ 6,230
Structures		
Br # 16406	$ 40,800	
	$	
	$	
	$	
TOTAL STRUCTURES		$ 40,800
Right of Way		$
TOTAL ESTIMATED COST		$ 78,400

[illegible] HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet

Date 11/14/77

ection Ames Cr. (Sweet Home)

County Linn

ind Of Work Grading, Paving & Structure

Length 325'

Name C.B. Berner

o	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (9%)	110	All	100%	2,536.00	2,536
2	Temporary Protection & Direction of Traffic	111	"	100%	1,670.00	1,670
3	Temporary Signs	"	Sq. Ft.	195	6.00	1,170
4	Temporary Barricades (Type III)	"	Ea.	2	125.00	250
5	Temporary Continuous Rail Traffic Barrier, Reflectorized	"	Lin. Ft.	50	6.00	300
6	Flagmen ("B")	"	Hr.	32	22.50	720
7	Clearing & Grubbing (0.12 Acre)	201	All	100%	Incl. In Gen. Exc.	—
8	General Excavation	203	Cu. Yd.	151	10.00	1,510
9	Finishing Roadbed & Slopes	222	All	100%	500.00	500
0	Watering	233	M-Gal.	7	Incl. In Gen. Exc.	—
1	Aggregate Base Material	304	Ton	402	12.00	4,32
2	Class 'B' Asphalt Concrete	403	"	180	30.00	5,40
3	Asphalt In Tack Coat	407	"	0.2	Incl. In A.C.	—
4	Guard Rail, Type 2A	606	Lin. Ft.	287.5	20.00	5,75
5	" " " 3	"	"	100	30.00	3,00
6	" " Anchors, Type 1	"	Ea.	2	300.00	60
7	" " " " 2	"	"	2	350.00	70
8	Rail End Pieces, Type B	"	"	2	85.00	170
9	" " " " C	"	"	2	150.00	300
0	Extra For Asphalt Approaches	610	"	3	250.00	750
1	Roadside Seeding & Mulching (0.03 Acre)	681	All	100%	500.00	500

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 16, 1979
Salem, Oregon

FILE: 22-hold

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Ames Creek Bridge Section
Mountain View Road
Sweet Home

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

Attached is a letter from Sweet Home Director of Public Works, Al Archibald.

Mr. Archibald's request comes as a result of a field review by Mr. Archibald; Willis Grafe, Linn County Engineer; Ted Thompson, OSHD; and me.

Region Office concurs. Please forward the request through channels for appropriate action.

POS/rgb

city of sweet home

1140 12TH AVENUE
SWEET HOME, OREGON 97386
503-367-5128

REGION 2 ENGINEER
RECEIVED
☐ RLE OCT 12 1979 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☑ RFE

October 9, 1979

Mr. Phillip O. Stearns
Department of Transportation
East State Hwy. Bldg.
Salem, OR 97310

Dear Phil:

Per our field review of the Ames Creek Bridge, please proceed with the redesign of the bridge with the following design parameters:

1. Remove the existing wood deck.
2. Retain the existing 32 foot wide abutements and strengthen footings as needed.
3. Pour a reinforced concrete invert slab with cut off walls.
4. Replace the wood decking with pre-cast concrete slabs.
5. Add appropriate guard rails.
6. Repave approaches as needed.
7. Improve the delineation and traffic striping as needed.

I feel that with these guidelines, the bridge can be reconstructed within the original cost range of $50,000. If the preliminary cost estimate indicates otherwise, please contact me as soon as possible at 367-5128.

Very truly yours,

Alan D. Archibald

Alan D. Archibald
Director of Public Works/City Engineer

ADA:mh

cc: Willis Grafe
3010 S. Ferry St.
Albany, OR 97321

C.C. Ted Thompson
J. H. Versteeg

PROJECT COST ESTIMATE

Name of Project:
Ames Cr. (Sweet Home)
City St. (Mt. Vern Rd.)
Linn Co.

Team Leader: W. E. Cole

Designer: C. B. Barner

HIGHWAY UNIT	Tele. Ext.	Person Submitting Information	Date	Current Estimate (Incl. E&C)	Authorized Estimate	Field Estima
ROAD DESIGN						
Roadway (Incl. TP&DT & Landscaping)	6558	C. Barner	12/10/79	$ 27,500		
Permanent Signing	6064			$ —		
BRIDGE DESIGN						
Structures	6551	G. Abernathy	12/79	$ 42,000		
Retaining Walls	6551			$ —		
Illumination	6551			$ —		
Other	6551			$ —		
TRAFFIC DESIGN						
Traffic Signals	6537			$ —		
Other				$ —		
OTHER COSTS					Federal participation $32,680	
FAI-X Projects	6514 6514	Zehner or ☐ Hildebrandt ☐				
FAS-C Projects SOS Projects	6011	Reynoldson ☐				
Title II Projects	6537	Bladorn ☐				
Preliminary Engr. Including Final Design Prefix 905 Charges	6167	Laux ☐		$ 15,774.90 As of 11/23/79		
Right of Way Cost	6266	Lowe ☐		$ —		
		TOTAL ESTIMATED COST*		$ 85,274.90 + Any Authorized	PE	

*Locally funded projects whose current estimate overruns the authorized estimate notify Gary Zehner, ext. 6514

NOTE: The compilation of this form shall be the responsibility of the Designer assigned to the project and shall be kept current until the project has been given to the Specifications Unit.

August 7, 1979

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 6, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Minor Program Changes
Safer Off-System Roads Projects

I hereby request your approval of a minor program change on the following listed projects to increase the estimated total cost and federal funds for the construction phase on each project as follows:

Item No.	Project No.	Total Cost	Fed. Funds	Net Increase Total Cost	Net Increase Fed. Funds
80215	SOS-2204(1)	$ 75,250	$ 64,500	$ 37,150	$ 31,820
80404	SOS-3000(2)	244,400	209,430	6,400	5,430
80224	SOS-2500(2)	250,700	215,000	137,025	117,526
90055	SOS-3300(1)	250,700	215,000	69,700	59,770

This change is necessary to provide for the maximum amount of federal funds available to the local jurisdiction as per agreement on each of the projects.

I further request your approval of a minor program change on Project OS-0400(1) to joint finance the project utilizing appn. code 680 funds to supplement appn. code 627 funds. This change is necessary since insufficient federal funds are available in appn. code 627 to cover the submission of the final voucher. This change will involve the following revisions in project numbering and financing:

Project No: Change to OS-SOS-400(1)

Appn. Code 627	Total Cost	Fed. Funds
PE	$ 25,000	$ 19,547
Roadway Str.	68,488	53,550
Appn. Code 680	187,484	146,593
	$280,972	$219,619
Structures	18,400	14,310
Total	$299,372	$234,000

CL:dmc
cc: H. Reynoldson

Form 734-3122

city of sweet home

1140 12TH AVENUE
SWEET HOME, OREGON 97386
503-367-5128

City [illegible]

March 27, 1979

REGION 2 ENGINEER
RECEIVED
MAR 29 1979
☐ RLE ☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ULE ☐ GEO ☐ RSO ☐ ENV

Mr. Phillip Stearns
Department of Transportation
Highway Division
2960 E. State Street
Salem, Oregon 97310

RE: Ames Creek Bridge

Dear Phil,

Per our phone conversation, the City of Sweet Home presently does not have the increased local share of $54,800 for the subject project. However, the City is still very interested in constructing the Ames Creek bridge. The City therefore requests that the State hold the project for future construction when sufficient funds are available.

If you have any questions, please call me at 367-5128.

Very truly yours,

Alan D. Archibald

Alan D. Archibald
Director Public Works/City Engineer

CC: Neal Michael
County Roadmaster

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation

FROM:

COMMENT

[illegible] —
Make sure Stearns gives
the City of Sweet Home, formally,
the options available in
my 3-26-79 letter
[illegible]

STATE OF OREGON INTEROFFICE MEMO

TO: Region Federal Aid Engineers
Jon Rose John Hagedorn
Phil Stearns Roger Lang
Jack Ayres

DATE: March 26, 1979

FROM: Gerald Wimer
Local Government Manager

SUBJECT: Partially Funded
Groups 2 and 3
SOS Projects

My March 13 letter transmitted a tabulation of current Safer Off-System (SOS) Roads Program projects. It gave the status of obligating funds for each project with basically the following categories:

1) Fully obligated within AOC-LOC-ODOT agreement limitations.

2) Obligated for PE only.

3) Only partially obligated for construction.

4) No funds obligated at all.

The AOC-Technical Advisory Committee (TAC) last week agreed upon a method of utilizing Group 2 and 3 obligated funds not used or a use not determined by specified dates. Noel Klein, LOC Staff Associate, agreed with the method arrived at by the AOC-TAC. Details are contained in the attached "Project Advancement" identified as "Alternative Two."

Timing becomes very critical in this review period. Please contact immediately the agencies only partially obligated for construction and by May 7 arrive at a course of action and document it. The same needs to be done by the end of the year for the PE only and fully obligated projects that haven't gone to contract by that time.

You'll note the funds released will be used by agencies with partially funded projects. This doesn't take funds away from any agency if Congress subsequently appropriates added funds. It only takes them away if Congress doesn't appropriate added funds and if the agency doesn't timely find a method to proceed with the funds available.

GW:pf
Attachment
cc: H. S. Coulter
D. H. Moehring
Region Engineers
Frank Terpin
Don Harwell
G. W. Wimer
Vern Cusack
E. S. Hunter
L. W. Rulien
Hal Versteeg
L. E. George
Bob Prange ✓
Bill Penhollow
C. T. Keasey
Metro Engineer
Walt Hart
Steve Macnab
Mainor Holmes
Noel Klein

SAFER OFF-SYSTEM (SOS) ROADS PROGRAM
GROUPS 2 and 3 COMBINED
PROJECT ADVANCEMENT
March 22, 1979

ALTERNATIVE TWO

1) Agencies with a presently fully-obligated project retains this full obligation unless:

   a) Agency voluntarily offers funds for redistribution or

   b) Does not bring their project to contract in calendar year 1979,

   in which case the funds may be utilized to complete the obligation of the next ready, partially or fully obligated construction project.

2) Agencies with projects partially funded for construction may proceed to contract as fast as possible in the following priorities:

   a) Projects previously bid but not awarded may be awarded immediately utilizing funds from over obligated finalized projects or any other funds that subsequently become available under this paragraph if possible to program.

   b) Until May 7, 1979 Agencies may elect to cut their projects back to available funds or fund the excess from sources other than the SOS Program.

   c) Any funds remaining from Item 1, 2a and 2b above and 3 below, shall be utilized to fully fund, within the basic AOC-LOC-ODOT agreement limitation, the remaining partially funded projects in the order that they are ready, and in case of simultaneous readiness, then based upon date indicated in the Highway Division's March 13 analysis and if a tie still remains, then based upon the date of the original approved application.

3) Agencies with projects obligated for PE only may proceed to complete the designs, if the Agency provides the necessary match money. Should an Agency not decide to proceed by the end of 1979, the funds previously obligated shall be made available for added construction under Item 2 above.

4) Should added Federal funds become available, no one who postpones or suffers postponement from the above guidelines loses their prior rights for the specific project previously committed.

1126

PROJECT MANAGEMENT OFFICE MEMO

Date 3-13-79

Subject Ames Creek SOS in Sweet Home

File No. ________

Received (call) (~~visit~~) from Art Brummit

Address

Phone 6385

Made (call) (visit) to

Reason for contact and general discussion: Project on April 26 schedule. Designer estimates $75,000 whereas only $33,000 Fed Funds available. Advertisement to go out 3-30. Needs word by 3-23 to have time to print specs. Passed word to Stearns through Jeanne Sinell of the need for Stearns to resolve by then

Signature I Wimer

N R

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 28, 1979

FILE:

Gene M Finley

FROM: Gene M. Finley
Hydraulics Specialist

TO: MEMO TO THE FILES

SUBJECT: Ames Creek Culvert (Sweet Home)
Mountainview Road
Linn County

-Addendum-

The Bridge Department requested a hydraulics study on replacing the existing timber structure with a single span bridge with 2:1 end slopes.

Hydraulic Design

The 25-year flood of 1250 cfs was chosen as the design flood. The upstream channel, 16 feet wide with 2:1 and 2.5:1 side slopes, was used to determine the bridge length. A single span bridge 49 feet long with a waterway opening of 215 square feet creates a design highwater elevation of 558.0 feet (MSL) with a backwater of 0.36 feet. This is an improvement over the existing condition.

Riprap

It is suggested that the fill slopes be protected with a one-foot blanket of Class 50 loose riprap. A filter blanket will not be required.

GMF:lt

cc: F. Terpin
W. Hart
J. Davis
D. Christensen
C. Fredrickson
D. Harwell

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge – cfs m^3/s	1250	1650	
Frequency – yrs.	25	100	
H.W. Elevation Natural Channel ft. m.	558.4		
H.W. Elevation Channel Change ft. m.	—		
Average Velocity – fps mps	5.8 ±		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Ames Creek (Sweet Home) Culvert
Mountainview Rd
Linn County

COMPILED BY: Gene Finley	DATE: February 27, 1979

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Ames Cr. (Sweet Home)
Highway City St. (Mt. View Rd.) County Linn Prefix 222-1971-905
Length 250' Miles 0.05 Designer C. B. Barner Date 2/13/79
Signed Title

$ 53,613
$ 10,387

ROUTING SLIP—DEPT. OF TRANSPORTATION	Date: 2-13-79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning
Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number [✓ 2]
District Number

ATTENTION:
Phil Stearns

FROM:
Proj. Mngt.

COMMENTS:
Please inform the city of this increase.

Form 731-0022 (7/78) SP*70682-734

ing $ 200
ing $ 200
es $ 100
$
$
$
$
$
$
$

$ 500
. . . . $ 64,500

+ 20% Engineering and Contingencies $ 12,900

Structures

$
$
$
$

TOTAL STRUCTURES $

Right of Way $

TOTAL ESTIMATED COST . . . . $ 77,400

Est PE. Costs 10,100
*87,564
Less Fed. Funds 64,500
Less Prior [illegible] 960
Est. City share Costs *22,104

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Ames Cr. (Sweet Home)
Highway City St. (Mt. View Rd.) County Linn Prefix 222-1971-905
Length 250' Miles 0.05 Designer C. B. Barner Date 2/13/79
Signed Title

Grading & Drainage		$ 53,613
Surfacing		$ 10,387
Extra Work		
Permanent Stripping	$ 200	
Permanent Signing	$ 200	
Relocate Mailboxes	$ 100	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 500
TOTAL		$ 64,500
+ 20% Engineering and Contingencies		$ 12,900
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 77,400

EGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date 2/13/79

Section Ames Cr. (Sweet Home)

County Linn

Kind Of Work Grading Paving & Structure

Length 250'

Name C. B. Barger

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (9%)	110	All	100%	5283^{00}	5,283
2	Temporary Protection & Direction of Traffic	111	All	100%	$1,000^{00}$	1,000
3	Temporary Signs	111	Sq. Ft.	100	6^{00}	600
4	Temporary Barricades (Type III)	111	Ea.	2	100^{00}	200
5	Temporary Continuous Rail Traffic Barrier, Reflectorized	111	Lin. Ft.	56	7^{00}	392
6	Flagmen	111	Hr.	32	19^{00}	608
7	Clearing & Grubbing (¼ Acre)	201	All	100%	250^{00}	250
8	Removal of Bridge (832 Sq. Ft.)	202	All	100%	$3,500^{00}$	3,500
9	General Excavation	203	Cu. Yd.	300	5^{50}	1,650
0	Trench Excavation	206	Cu. Yd.	235	8^{00}	1,880
1	Finishing Roadbed & Slopes	222	All	100%	200^{00}	200
2	Watering	233	M. Gal	17	10^{00}	170
3	Aggregate Base Material	304	Ton	1,120	5^{25}	5,880
4	Class "B" Asphalt Concrete Mixture	403	Ton	232	12^{25}	2,842
5	Asphalt Cement in Mixture	403	Ton	15	98^{00}	1,470
	Asphalt in Tack Coat	407	Ton	0.1	250^{00}	25
7	Structural Concrete (72 C.Y.)	504	All	100%	14400^{00}	14,400
8	Reinforcement (8,100#)	505	All	100%	$4,860^{00}$	4,860
9	12'10" x 8'4" Structural Plate Pipe Arch	522	Lin. Ft.	72	170^{00}	12,240
20	Guard Rail, Type 2A	606	Lin. Ft.	450	9^{00}	4,050
1	Guard Rail Anchors, Type 1	606	Ea.	2	300^{00}	600
2	Guard Rail Anchors, Type 2	606	Ea.	2	350^{00}	700
3	Rail End Pieces, Type B	606	Ea.	2	75^{00}	150
4	Rail End Pieces, Type [illegible]	606	Ea.	2	125^{00}	250

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date 2/13/79

Section Ames Cr. (Sweet Home)
County Linn
Kind Of Work Grading, Paving & Structure
Length 250'
Name C. B. Barner

No	Item	Code	Unit	Quant.	Unit Cost	Total
5	Extra for Asphalt Approaches	610	Ea.	2	150^{00}	300
6	Roadside Seeding & Mulching (1/2 Acre)	681	All	100%	500^{00}	500

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 13, 1979

FILE:

FROM: Gene M. Finley
Gene M. Finley
Hydraulics Specialist

SUBJECT: Ames Creek Culvert (Sweet Home)
Mountainview Road
Linn County

TO: MEMO TO THE FILES

The proposed project will replace an existing 25-foot, single span timber structure on the same alignment.

HISTORY

Shortly after the present bridge was constructed, clear-cutting of a portion of the drainage basin caused flooding over the existing roadway to reach an elevation of 560± feet (MSL). It is estimated that this flood represented a discharge of 1700± cfs at the bridge site. No flooding of this magnitude has occurred in recent years since ground cover in the clear-cut area has been reestablished.

HYDROLOGY

Ames Creek is a south-north tributary of the South Santiam River and drains an area of approximately 10.2 square miles above the proposed culvert site. Since no stream gage records are available for this creek, the Willamette River Basin (Zone 3), design chart contained in the OSHD Hydraulics Manual was used to determine the frequency vs discharge relationship. This information is listed below.

Recurrence Interval	Peak Flow
100-year	1650 cfs
50-year	1450 cfs
25-year	1250 cfs
10-year	1030 cfs
5-year	840 cfs

HYDRAULIC DESIGN

The 25-year flood of 1250 cfs was chosen as the design flood. It is estimated that with the existing structure and a downstream channel 16 feet wide with 2:1 side slopes, roadway overflow will occurr to elevation 558.9 (MSL) during the design flood. Following is a table of suggested sizes.

Structure	Roadway Overflow Depth	H.W. Elev.
Double 12'-10" x 8'-4" with headwall	0.25 ft.	559.8
Double 12'-10" x 8'-4" with mitered ends	0.30 ft.	559.9
Double 12'-10" x 8'-4" with projecting ends	0.35 ft.	559.9
Double 10' x 8' RCBC	0.0	559.4
Triple 10' x 8' RCBC	0.0	558.7

Only the triple 10' x 8' RCBC is an improvement over the existing condition.

A water surface profile was calculated with the aid of the computer, from just below the Santiam Highway to just above Mountainview Road to determine if backwater from structures downstream is transmitted upstream to Mountainview Road. This analysis showed that the downstream structures have no effect on the water surface elevation at Mountainview Road.

Downstream from Mountainview Road the channel runs through an old logpond which is currently being filled. The fill should be limited so that a channel with a 21-foot minimum bottom width and 2:1 side slopes will remain. In conjunction with this, the minimum width channel should be continued upstream to Mountainview Road. This will eliminate the roadway overflow which is expected to occur now by lowering the headwater to approximately 558.9 feet for the recommended structure sizes.

RIPRAP

If headwalls are not used it is suggested that the fill slopes be protected with a 1-foot blanket of Class 50 loose riprap. A filter blanket will not be required.

GMF:lt

cc: F. Terpin
W. Hart
J. Davis
D. Christensen
C. Fredrickson
D. Harwell

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	1250	1650	
Discharge - m³/s			
Frequency - yrs.	25	100	
H.W. Elevation Natural Channel ft.	559.4		
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	—		
H.W. Elevation Channel Change m.			
Average Velocity fps	7.8±		
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Double 10X8 RCBC

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Ames Creek (Sweet Home) Culvert
Mountainview Rd.
Linn County

COMPILED BY: Gene Finley

DATE: February 5, 1979

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs / m³/s	1250	1650	
Frequency - yrs.	25	100	
H.W. Elevation Natural Channel ft. / m.	558.7		
H.W. Elevation Channel Change ft. / m.	—		
Average Velocity - fps / mps	5.2±		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Triple 10'x8 RCBC

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Ames Creek (Sweet Home) Culvert
Mountainview Rd
Linn County

COMPILED BY: Gene Finley	DATE: February 5, 1979

(GON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Ames Cr. Culvert
Highway Mt. View Rd.
County Linn
Prefix 222-1971-905
Date 1/23/79
Length 250' Miles 0.05
Designer C. B. Barner
Title [illegible] Rev 1/?/79
Signed

Grading & Drainage City of Sweet Home	$ ~~47,682~~ 44,623
Surfacing	$ ~~9,568~~ 10,387
Extra Work	
	$ 200
	$ 200
	$ 100
	$ 500
. . . .	$ ~~57,750~~ 58,6[illegible]
	$ ~~11,750~~ 11,6[illegible]
TOTAL STRUCTURES	$
Right of Way	$
TOTAL ESTIMATED COST . . .	$ ~~69,500~~ [illegible] 61,7[illegible]

66,700
Est. PE. Costs 7,500
74,200
Fed. Funds 63,812
Est. City Costs $ 10,388

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 1-30-79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning
Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 2]
District Number

ATTENTION: Phil Stearns

FROM: HR.

COMMENTS: Please inform the city note changes in red from former estimate

Form 731-0022 (7/78) SP*70682-734

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Ames Cr. Culvert
Highway Mt. View Rd. County Linn Prefix 222-1971-905
Length 250' Miles 0.05 Designer C. B. Barner Date 1/23/79
Signed Title [illegible] Rev. 1/26/79

City of Sweet Home

Grading & Drainage	$ ~~47,682~~ 41,793
Surfacing	$ ~~9,568~~ 10,387
Extra Work	

Permanent Stripping	$ 200
Permanent Signing	$ 200
Relocate Mailboxes	$ 100
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK	$ 500
TOTAL	$ ~~57,750~~ 58,6[illegible]
+20% Engineering and Contingencies	$ ~~11,750~~ 11,[illegible]
Structures	

	$
	$
	$
	$

TOTAL STRUCTURES	$
Right of Way	$
TOTAL ESTIMATED COST	$ ~~69,500~~ 7[illegible]

66,700
Est. PE. Costs 7,500
74,200
Fed. Funds 63,812
Est City Costs $ 10,388

GON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 1/23/79

Section Ames Cr. Culvert
County Linn
Kind Of Work Grading, Paving & Structure
Length 250'
Name C. B. Barner

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (9%)	110	All	100%	4803^{00} ~~4772^{00}~~	4545 4803 ~~4772~~
	Temporary Protection & Direction of Traffic	111	All	100%	$1,000^{00}$	1,000
3	Temporary Signs	111	Sq. Ft.	100	6^{00}	600
	Temporary Barricades (Type III	111	Ea.	2	100^{00}	200
	Temporary Continuous Rail Traffic Barrier, Reflectorized	111	Lin. Ft.	56	7^{00}	392
	Flagmen	111	Hr.	32	19^{00}	608
	Clearing & Grubbing (1/4 Acre)	201	All	100%	250^{00}	250
8	Removal of Bridge (832 Sq. Ft.)	202	All	100%	3500^{00}	3,500
1	General Excavation	203	Cu. Yd.	300	5^{50}	1,650
	Trench Excavation	206	Cu. Yd.	175 ~~165~~	8^{00}	1,400 ~~1,320~~
1	Finishing Roadbed & Slopes	222	All	100%	200^{00}	200
1	Watering	233	M-Gall	17	10^{00}	170
	Aggregate Base Material	304	Ton	~~964~~ 1120	5^{25}	5,880 ~~5,061~~
3	Class "B" Asphalt Concrete Mixture	403	Ton	232	12^{25}	2,842
4	Asphalt Cement in Mixture	403	Ton	15	98^{00}	1,470
A	Asphalt in Tack Coat	407	Ton	0.1	250^{00}	25
	Structural Concrete (52 C.Y.)	504	All	100%	$7,800^{00}$	7,800
	Reinforcement (10,400 #)	505	All	100%	$6,240^{00}$	6,240
	12'10" x 8'4" Structural Plate Pipe Arch	522	Lin. Ft.	72	175^{00}	12,600
	Guard Rail, Type 2A	606	Lin. Ft.	450	9^{00}	4,050
	Guard Rail Anchors, Type 1	606	Ea.	2	300^{00}	600
	Guard Rail Anchors, Type 2	606	Ea.	2	350^{00}	700
	Rail End Pieces, Type B	606	Ea.	2	75^{00}	150
	Rail End Pieces, Type C	606	Ea.	2	125^{00}	250
	Extra for Asphalt Approaches	616	Ea.	2	150^{00}	300
1	Roadside Seeding & Mulching (1/2 Acre)	681	All	100%	500^{00}	50

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Ames Cr. Culvert
Highway Mt. Virus Rd. County Linn Prefix 222-1971-905
Length 250' Miles 0.05 Designer R. B. Barner Date 1/23/79
Signed Title Rev 11/8/79

Grading & Drainage $ ~~47,682~~ 47,793

Surfacing $ ~~9,568~~ 10,387

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 1-25-79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number 2
District Number

ATTENTION: Phil Stearns

FROM: HR.

COMMENTS: For your info and consideration. How about bridge removal and signing - Could the city do these?

Form 731-0022 (7/78) SP*70682-734

$ 200
$ 200
$ 100
$
$
$
$
$
$
$

$ 500
. . . . $ ~~57,750~~ 58,660
$ ~~11,750~~ 11,82

$
$
$
$

TOTAL STRUCTURES $

Right of Way $

TOTAL ESTIMATED COST . . . . $ ~~69,500~~
70,500-

OREGON STATE HIGHWAY DIVISION
JANTITY SUMMARY & COST ESTIMATI

Sheet 1 of 2 Sheets

Section Ames Cr. Culvert
Highway Mt. Virus Rd. County Linn Prefix 222-1971-905
Length 250' Miles 0.05 Designer C. B. Barner Date 1/23/79
Signed Title Rev 11-8/79

Grading & Drainage	$ ~~47,682~~ 47,793
Surfacing	$ ~~9,568~~ 10,387
Extra Work	

Permanent Stripping	$ 200
Permanent Signing	$ 200
Relocate Mailboxes	$ 100
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK	$ 500
TOTAL	$ ~~57,750~~ 58,6
+20% Engineering and Contingencies	$ ~~11,750~~ 11,82
Structures	

	$
	$
	$
	$

TOTAL STRUCTURES	$
Right of Way	$
TOTAL ESTIMATED COST	$ ~~69,500~~ 70,500

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMAT

Sheet 2 of 2
Date 1/23/79

Section Ames Cr. Culvert
County Linn

Kind Of Work Grading, Paving & Structure
Length 250'
Name C. B. Barner

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization	110	All	100%	4803.00 ~~4,772.00~~	4,803 ~~4,772~~
2	Temporary Protection & Direction of Traffic	111	All	100%	1,000.00	1,000
3	Temporary Signs	111	Sq. Ft.	100	6.00	600
4	Temporary Barricades (Type III	111	Ea.	2	100.00	200
5	Temporary Continuous Rail Traffic Barrier, Reflectorized	111	Lin. Ft.	56	7.00	392
6	Flagmen	111	Hr.	32	19.00	608
7	Clearing & Grubbing (1/4 Acre)	201	All	100%	250.00	250
8	Removal of Bridge (832 Sq. Ft.)	202	All	100%	3500.00	3,500
9	General Excavation	203	Cu. Yd.	300	5.50	1,650
10	Trench Excavation	206	Cu. Yd.	175 ~~165~~	8.00	1,400 ~~1,320~~
11	Finishing Roadbed & Slopes	222	All	100%	200.00	200
11A	Watering	233	M.Gal.	17	10.00	170
12	Aggregate Base Material	304	Ton	~~764~~ 1120	5.25	5,880 ~~4,011~~
13	Class "B" Asphalt Concrete Mixture	403	Ton	232	12.25	2,842
14	Asphalt Cement in Mixture	403	Ton	15	98.00	1,470
14A	Asphalt in Tack Coat.	407	Ton	0.1	250.00	25
15	Structural Concrete (52 C.Y.)	504	All	100%	7800.00	7,800
16	Reinforcement (10,400 #)	505	All	100%	6,240.00	6,240
17	12'10" X 8'4" Structural Plate Pipe Arch	522	Lin. Ft.	72	175.00	12,600
18	Guard Rail, Type 2A	606	Lin. Ft.	450	9.00	4,050
19	Guard Rail Anchors Type 1	606	Ea.	2	300.00	600
20	Guard Rail Anchors Type 2	606	Ea.	2	350.00	700
21	Rail End Pieces Type B	606	Ea.	2	75.00	150
22	Rail End Pieces Type C	606	Ea.	2	125.00	250
23	Extra for Asphalt Approaches	616	Ea.	2	150.00	300
24	Roadside Seeding & Mulching (1/8 Acre)	681	All	100%	500.00	500

```
    222   1960    901      00 P 1
    222   1960    905      00 P 1                                                       60.73
                  TOT      P1                                                          640.36
               ** JOB TOTALS **                    **                   **             640.36  **

AMES CK CULVERT, SWEET HOME   CONT NO       FA PROJ NOS SOS 204001 100                           STATE
    222   1971    295      00 N 9                                                      210.00
    222   1971    296      00 N 9        3,929.89CR           3,929.89CR             4,639.89CR
    222   1971    298      00 N 9        3,929.89             3,929.89               3,929.89
    222   1971    901      00 F 1           22.10               183.98                 361.87
    222   1971    903      00 P 1        1,133.86             3,885.43               3,885.43
    222   1971    905      C0 P 1          2[illegible]3.00               268.00                 268.60
    222   1971    910      00 P 1         [illegible]                224.96                 224.96
    222   1971    911      00 P 1                                68.48                  68.48
    222   1971    918      00 P 1           14.10                14.10                  14.10
    222   1971    920      00 P 1                                12.14                  12.14
    222   1971    926      00 P 1                             1,341.77               1,341.77
                  TOT      P1            1,597.06             6,003.86               6,177.35
               ** JOB TOTALS **          1,597.06  **         6,003.86  **           6,177.35  **

MALHEUR CO SIGNING NOT ON FAS CONT NO       FA PROJ NOS SRS 00S053 100                 00        STATE
    223   1951    296      00 N 9                                                      749.11CR
```

```
TOTAL TO DATE JOB COST SUMMARY                                      DECEMBER 1978       PAGE  591

                                                                          FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE     TO DATE
                                    223   1951    298      00 N 9                                209.11
                                    223   1951    901      00 P 1                                393.12
                                    223   1951    905      00 P 1                                433.29
                                    223   1951    920      00 P 1                                  5.93
                                                  TOT      P1                                    832.34
                                               ** JOB TOTALS **        **              **        832.34  **

ARCADIA BLVD COUNTY ROAD      CONT NO       * FA PROJ NOS SRS [illegible]2 100                      00      STATE
                                    223   1956    296      00 N                                  113.58CR
                                    223   1956    297      00 N 9                                 11.36
                                    223   1956    298      00 N 9                                102.22
                                    223   1956    905      00 P 1                                 60.58
                                    223   1956    915      00 P 1                                 53.00
                                                  TOT      P1                                    113.58
                                               ** JOB TOTALS **        **              **        113.58  **

                              CONT NO -     * FA PROJ NOS SRS 00S071 100                         00      STATE
```

222-1971

Ames Creek Bridge (Sweet Home)
Mountain View Road
Linn County

LOCATION NARRATIVE

Project Description

The intent of this project is to replace the existing Ames Creek Bridge with a suitable structure, possibly two arch culverts or a prestressed deck slab bridge. The work includes grading and paving the approaches for a total project length of 450 feet.

The existing timber bridge is situated on Mountain View Road in Sweet Home near the south city limits. The structure is approximately 25 feet long, 32 feet wide, consisting of wood stringers and decking supported by concrete abutments. The pavement is asphaltic concrete.

This is an Off-system Safety Project. The original request, made in September 1976, was for the City to do the location survey and prepare the plans and specifications. When the City Engineer resigned in early 1978 the City requested the State to do the preliminary engineering.

The City's request proposed replacing the bridge with two 12' - 10" x 8' - 4" multiplate pipe arches because they estimated a saving of $10,000 compared to the cost of a bridge. Both alternatives have been considered in the cost estimates prepared by this office.

Alignment

Horizontal aligrment is tangential. The vertical alignment places the structure within the back tangent of a 300 ft. vertical curve. The grade of the new structure will approximate the grade of the old bridge except for minor adjustments to smooth out the sags in present roadway.

Right-Of-Way

Additional right-of-way not required. A letter dated May 25, 1978 from City Manager Robert Richardson to Phil Stearns states that the design should accommodate only the existing 60 foot R/W.

Utilities

Northwest Natural Gas Co. has a 2" line affixed to the right side of the old bridge; the City has a 2" water line on the left side of the structure. PP&L have several poles just within the R/W. One, pole number 521104, is in a ditch section but we believe the ditch can be shaped around it. It appears that only the gas and water lines on the bridge will have to be moved.

Ames Creek Bridge -- Location Narrative Cont'd

Channel Description

Ames Creek is a tributary of the South Santiam River. Subject bridge is about $1\frac{1}{4}$ miles from the confluence of South Santiam. The bottom of the channel is firm and smooth, consisting of small gravels cemented with sandy organic clays. There is no visible sign of erosion. Blackberries grow dense along the steeper slopes and this growth extends down to the edge of the water. Flatter slopes are covered with well-established grasses.

Downstream from the bridge are six other structures of various types and sizes which support roadway crossings. None of these structures show indication of erosion nor entrapment of drift.

A local resident stated that shortly after the present bridge was built there was local flooding. This flooding continued until brush and other growth covered the drainage area which had undergone clear-cutting. There has been no recent flooding, although at the time of the peak flooding years ago water flowed over the existing road at elevation 560±.

Drainage

Present roadbed is drained by shallow, grass and brush-filled ditches which obviously carry little water. Since the embankments at the bridge ends will have to be flared to support guardrail, 12 inch culvert pipe instead of ditches are proposed in these areas due to the restricted R W.

Detour of Traffic

The City proposes to close the road during the period of construction. Only normal measures to assure protection and direction of traffic will be required. We have included in the location data a sketch of the temporary signs and barricades proposed.

Alternate #1: Multiplate Pipe Arch

The City's original request envisioned two structural steel pipe arch culverts at a estimated construction cost of \$58,000. Unit prices obtained from the Cost Section show a construction cost estimate in the amount of \$68,000. Because of the constricted R/W headwall with wingwalls will be required to support the roadway embankment.

Alternate No. 2: Prestressed Slab Bridge

This alternate had been considered by the City but rejected as being too expensive. It is included in the location data because it may offer the advantage of a shorter period of road closure, also it provides a larger opening for the waterway.

Ames Creek Bridge -- Location Narrative Cont'd

Typical Section

Minimum roadway widths are two 12 ft. travel lanes, two 4 ft. shoulders. Embankment slopes will be nominal 4:1 adjacent to each shoulder for a width of 6 feet on each side, then increasing as necessary to $1\frac{1}{2}$:1.

Tentative base design from Clarence Gregg proposes 14 inches aggregate base, 2 inches Class "B" asphaltic concrete base, 2 inches Class "B" asphaltic concrete wearing surface.

Special Provisions

Bid Item 2 - Temporary Protection & Direction of Traffic: City of Sweet Home will authorize closing of Mt. View Road to traffic at Ames Creek during construction period. Detour signing to be furnished and installed by contractor and is included in Bid Item 3 - Temporary Signs.

J. M. Martin
Resident Engineer

SECTION Ames Creek Bridge UNIT OR PART Est. #1 (Multiplate) Sheet 1 of 2
HIGHWAY Mountain View Dr. PREFIX 222-1971-903 COUNTY Linn

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	Lump Sum	100%		$4208.68
2	111	Temp. Prot. & Direction of Traffic	Lump Sum	100%		$1000.00
3	111	Temporary Signs	Sq. Ft.	100.00	$6.50	$650.00
4	111	Temporary Barricades (Type III)	Each	2	$100	$200.00
5	111	Temp. Cont. Rail Traffic Barr., Reflec.	Lin. Ft.	56.00	$8.00	$448.00
6	111	Flagging	Hour	32.00	$19.00	$608.00
7	200	Clearing & Grubbing	Lump Sum	100%		$1000.00
8	203	Embankment in Place	Cu. Yd.	318	$3.00	$954.00
9	206	Trench Exc.	Cu. Yd.	382	$8.00	$3056.00
10	222	Finsh Roadbed & Slopes	Lump Sum	100%		$200.00
11	304	1"-0, Aggregate Base	Ton	570	$11.25	$6412.50
12	401	Class "B" A.C. Mixture	Ton	200	$25.00	$5000.00
13	504	Structural Concrete	Lump Sum	100%		$4340.00

SECTION Ames Creek Bridge UNIT OR PART Est. #1 (Multiplate) Sheet 2 of 2
HIGHWAY Mountain View Dr. PREFIX 222-1971-903 COUNTY Linn

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
14	505	Reinforcement	Lump Sum	100%		$2736.00
15	522	12'10" x 8'4" Multiplate Pipe Arch	Lin. Ft.	92	$175	$16,100.00
16	603	12" Concrete Culvert	Lin. Ft.	154	$13.50	$2,079.00
17	606	Guard Rail, Type 2A	Lin. Ft.	175	$11.00	$1,925.00
18	606	Guard Rail Anchors, Type 1	Each	4	$300	$1,200.00
19	606	Rail End Pieces, Type "C"	Each	4	$125	$500.00
20	610	Extra For Asphalt Approaches	Each	1	$150	$150.00
21	621	Culvert End Pieces (3:1 Sloped)	Each	6	$75	$450.00
22	202	Bridge Removal Work	Lump Sum	100%		$3500.00
23		Relocate Mailboxes	Each	2	$50	$100.00
		Sub Total				$56,817.18
		Engineering & Contingencies (20%)				$11,363.44
		Total				$68,180.62

LOCATION COST ESTIMATE

SECTION Ames Creek Bridge UNIT OR PART Est. #2 (Slab Deck) Sheet 1 of 2
HIGHWAY Mountain View Dr. PREFIX 222-1971-903 COUNTY Linn

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	Lump Sum	100%	100%	$6,362.25
2	111	Temp. Prot. & Direction of Traffic	Lump Sum	100%		$1,000.00
3	111	Temporary Signs	Sq. Ft.	100.00	$6.50	$650.00
4	111	Temporary Barricades (Type III)	Each	2.00	$100.00	$200.00
5	111	Temp. Cont. Rail Barr., Reflec.	Lin. Ft.	56.00	$8.00	$448.00
6	111	Flagging	Hour	32.00	$19.00	$608.00
7	200	Clearing & Grubbing	Lump Sum	100%		$1000.00
8	203	Embankment in Place	Cu. Yd.	121.00	$5.00	$605.00
9	206	Trench Exc.	Cu. Yd.	38.00	$15.00	$570.00
10	222	Finish Roadbed & Slopes	Lump Sum	100%		$200.00
11	304	1"-0, Aggregate Base	Ton	455.00	$11.25	$5,118.75
12	401	Class "B" A.C. Mixture	Ton	190.00	$25.00	$4,750.00
13	603	12" Concrete Culvert	Lin. Ft.	130.00	$13.50	$1,755.00

LOCATION COST ESTIMATE

SECTION Ames Creek Bridge UNIT OR PART Est. # 2 Sheet 2 of 2

HIGHWAY Mountain View Dr. PREFIX 222-1971-903 COUNTY Linn

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
14	606	Guard Rail, Type 3	Lin. Ft.	130.00	$13.50	$1755.00
15	606	Guard Rail Anchors, Type 1	Each	4.00	$300.00	$1200.00
16	606	Rail End Pieces, Type "C"	Each	4.00	$125.00	$ 500.00
17	610	Extra for Asphalt Approaches	Each	1.00	$150.00	$ 150.00
18	621	Culvert End Pieces (3:1 sloped)	Each	6	$ 75.00	$ 450.00
19		Relocate Mail Boxes	Each	2	$ 50.00	$ 100.00
20	202	Bridge Removal Work	Lump Sum	100 %		$3500.00
21	251	Structure Exc.	Cu. Yd.	340	$ 10.00	$3540.00
22	504	Structural Conc., Class 3300 (113 cu.yd.)	Lump Sum	100 %	$140/yd	$15,820.00
23	504 A	4'x 28', 15" Prestressed Slabs (1008sq.ft.)	Each	9	$ 15/sq.ft.	$15,120.00
24	505	Reinforcement (22,460 lbs.)	Lump Sum	100 %	45¢/lb.	$10,107.00
						$77,054.00
		Engineering and Contingencies (20% total Bid Items)				$15,410.80
						$92,464.80

11 ; 6

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Ames Creek Culvert (Sweet Home)

Highway Mountain View Road (County)

County Linn

Date Nov. 9, 1978, 19

Authorization No. 1

Survey Prefix 222-1473 (Assigned by Salem office)

Description of termini, route, length, etc.:

Purpose of survey: Prepare Plans for replacing bridge with two arch-type culverts

Estimate of cost: Bridge Design (ONLY) 906 2,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 2,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Spec. Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Pespin
Location Engineer

Approved:

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*23604-734

HC 14

N

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

2022

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-2204(1)
Project Name AMES CREEK CULVERT SECTION
Mountain Veiw Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Sweet Home, Oregon, this 11 day of July, 1978

City of Sweet Home

K. Blair Smith
Mayor

City Recorder

Certified By:

Regional Right-of-Way Supervisor
Date

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Sweet Home
City Hall
Sweet Home, OR 97386

Attention of Mr. Robert Richardson
City Manager

Request No. (assigned by staff engineer or head of section) CC1830

Date May 31, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: P.E. Advance Deposit $960.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$250.00	
		To be transferred to State Hwy. funds for the P.E. for the Ames Creek Culvert on Mountain View Road. Off System Project SOS-2204(1)		$710.00

If payer has made payment for this service, indicate the amount of payment $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 960.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
222-1971-

Submitted by:
Harold Reynoldson

Approved:
Regional Engineer

Approved:
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the

222-1971

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

April 20, 1978

PROJECT MANAGEMENT
CCE ☐ OM ☐
FAE ☐ OPE ☐
APR 21 1978
M
PM FA
LG

Robert D. Richardson
City Manager
City Hall
Sweet Home, Oregon 97386

Dear Mr. Richardson:

Re: Ames Creek Bridge Project
Mountain View Road
City of Sweet Home

Federal Highway Administration authorization has been received for the Ames Creek Bridge replacement. The project is to be funded under the Safer Off-System Roads Program.

In accordance with the construction-finance agreement, paragraph 3, under THINGS TO BE DONE BY CITY, an advance deposit for preliminary engineering will be required as follows:

Estimated Preliminary Engineering	$6,700
Federal Funds	5,740
Advance Deposit	$ 960

Please make your check for $960 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon, 97310.

Upon receipt of the advance deposit, State Forces may be scheduled to commence preliminary engineering. It is not known at this time when a crew can be scheduled; however, you will be notified before commencement of work.

Sincerely,

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/dea
cc: Accounting
Project Management

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-2204(1)

STATE PROJECT NO. See Below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80215

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED: 3-30-78

DATE AUTHORIZATION EFFECTIVE: 3-30-78

FEDERAL ROUTE NUMBER: Non-Federal-aid

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

"Ames Creek Culvert (Sweet Home) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and install Culvert

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Including Archeology Salvage and Utility Preparatory work
☐ OTHER (Specify) TEC NTE $6,700, Federal funds $5,740

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 13, 1978, letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $31,400, Federal funds $26,940 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

DATE: 3-30-78

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9126.

March 22, 1978

City of Sweet Home
City Hall
Sweet Home, OR 97386

Attention: Robert Richardson
City Recorder

MISC. CONTRACTS AND
AGREEMENTS No. 6416.

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the construction of the Ames Creek Culvert Section of Mountain View Road in Sweet Home.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-2204 (1)

STATE PROJECT NO. See Below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80215

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

Copies to
Gifford
Coleman
Trout
Region 2
Reynaldson

DATE PS & E APPROVED 3-30-78	**DATE AUTHORIZATION EFFECTIVE** 3-30-78	**FEDERAL ROUTE NUMBER** Non-Federal-aid **STATE ROUTE NUMBER** City Street

GENERAL LOCATION:

"Ames Creek Culvert (Sweet Home) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and install Culvert

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION : Including Archeology Salvage and Utility Preparatory work
☐ OTHER (Specify) TEC NTE $6,700, Federal funds $5,740

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 13, 1978, letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $31,400, Federal funds $26,940 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the constructtion phase of this project.

DATE 3-30-78	**SIGNATURE OF APPROVING OFFICIAL** G. K. Hoesner	**TITLE** for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 13, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Section Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80215
Project No. SOS-2204(1)
Ames Creek Culvert (Sweet Home) Section
Linn County

Attached data for the subject project consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $6,700 with an obligation of $5,740 in federal funds.

(2) Authorization for construction at an estimated total cost of $31,400 with an obligation of $26,940 in federal funds.

DRH:dpy

Attachment

cc: C. O. Fredrickson, Region 2
Harold Reynoldson

Budget Bureau No. 41-R2067
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

3/13/78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		City St., Mt. View Rd. @ Ames Cr. (Sweet Home)		1100	1600	98	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
3	PE, Str. Pl. Culvert								SOS	2204

CARD /

CLASS OF FEDERAL FUNDS: Safer Off-System Roads

COUNTY NAME: Linn

NAME OF URBAN AREA 17-31: - - -

ROUTE NO. N | FEDERAL-AID: Non (32) | STATE: City St. (36) | (37) U.S.: - - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.0	6,700	5,740		960 (City)
5					**ROW**							
5					**CONST** (CODE) Y007		"Ames Creek Culvert (Sweet Home) Section"	0.0	31,400	26,940		4,460 (City)

CARD	CODE	PREPARED BY	PROJECT TOTALS					
1	1			0.0	38,100	32,680		5,420 (City)
1	14	PROGRAM APPROVAL DATES	3-8-78		(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

3/13/78

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
, Mt. View Rd. @ Ames Cr. (Sweet Home)		1100	1600	98	10	Oregon	41	680	80215

5 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only: POST MI. DESIG.
								SOS	2204	(1)	

r Off-System Roads

COUNTY NAME: Linn — CODE: 043

PROGRAM STAGE: ☐ 1 OR ☐ 2

- - -

ROUTE NO.: N — FEDERAL-AID: Non — STATE: City St. — U.S.: - - -

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		0.0	6,700	5,740		960 (City)	
	"Ames Creek Culvert (Sweet Home) Section"	0.0	31,400	26,940		4,460 (City)	ROW-60'; Access Control-none; Parking Restrictions-none.
	PROJECT TOTALS	0.0	38,100	32,680		5,420 (City)	

ATES 3-8-78

REMARKS

USCOMM DUSCOMM-DC 48905-P61

AMES CREEK CULVERT (SWEET HOME) SECTION
PROJECT NO. SOS-2204(1)

Existing Facility:

Structure -- (Ames Creek) --- Timber griders and deck with AC overlay, HC 32', length 26', Bridge No. 11905

Adjacent Sections:

24-foot bituminous surfaced 2-lane roadway with 4' shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including utility preparatory work and archeological salvage.

(2) Install twin structural plate arch type pipe culvert (nominal size; 12'-10" span and 8'-4" rise) each approximately 48-feet long to accomodate a 32-ft. roadway providing two 12-ft travel lanes with 4-ft. shoulders. Remove existing bridge and construct approximately 36 feet of roadway of high-type pavement necessary to place new culvert inservice, install required guardrail, drainage curbs and perform incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project under Paragraph 10e.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-5 Requirements:

a) Public Hearings - None required under Oregon Action Plan.

b) Location/Design - Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 4.

2) Included in FY '78 Annual Program under "Statewide Safer Off-System Roads".

[illegible]

LOCATION PROSPECTUS

Ames Creek Culvert (Sweet Home)
Mountain View Road
Linn County

December 19, 1977

Highway: Mountain View Road (County Road in Sweet Home).

Termini: Project is at the existing bridge over Ames Creek and about 200 feet either side.

Length: 450'.

Narrative: Prepare plans, specifications and cost estimate for grading, paving, culvert and guardrail work. Project is to replace an existing bridge with arch-type culverts. The City of Sweet Home will do the survey work. This is an Off-System Safety Project. A copy of the request is attached for information.

Characteristic: 1971 ADT was 1,000 vehicles per day. Estimated 1,100 present. No change in horizontal alignment is proposed.

Typical Section: A 12 foot section is proposed, 24' of traveled width.

Bridge: To be replaced with Arch-Type Culverts.

Access: Unchanged, no additional right of way is anticipated.

Surfacing: To be determined.

Material: Commercial sources.

Agreements: Agreement with City of Sweet Home will be required.

1120

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISIC.

AUTHORITY FOR SURVEY

Section Ames Creek Culvert (Sweet Home)
Date December 19, 1977
Highway Mountain View Road (County)
Authorization No. 1
County Linn
Survey Prefix 222-1971 (Assigned by Salem office)

Description of termini, route, length, etc.:

Location is existing Ames Creek Bridge near South City Limits of Sweet Home. Length 450'.

RECEIVED
TECHNICAL SERVICES
JAN 6 '78
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Purpose of survey:

To prepare plans, specifications and cost estimate to replace the existing bridge with two arch-type culverts. City of Sweet Home will do the preliminary engineering.

505-2204 (1)
3-30-78

Estimate of cost:

Field	901	250
City	903	3,000
Plans	905	1,000
Soils	910	1,000
Specifications	921	250
Environmental	923	200
Foundation Expl.	926	1,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 6,700
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by:
Richard E. Nelson Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*23604-734

N M

1126

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-F Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-F projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,000 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $[illegible] project, Depoe Bay - $7[illegible],000, Florence - $75,000, [illegible] - $17[illegible],000, Palmer - $50,000, Rogue River - $111,000, Sweet Home - $[illegible],000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harwell
George Bell

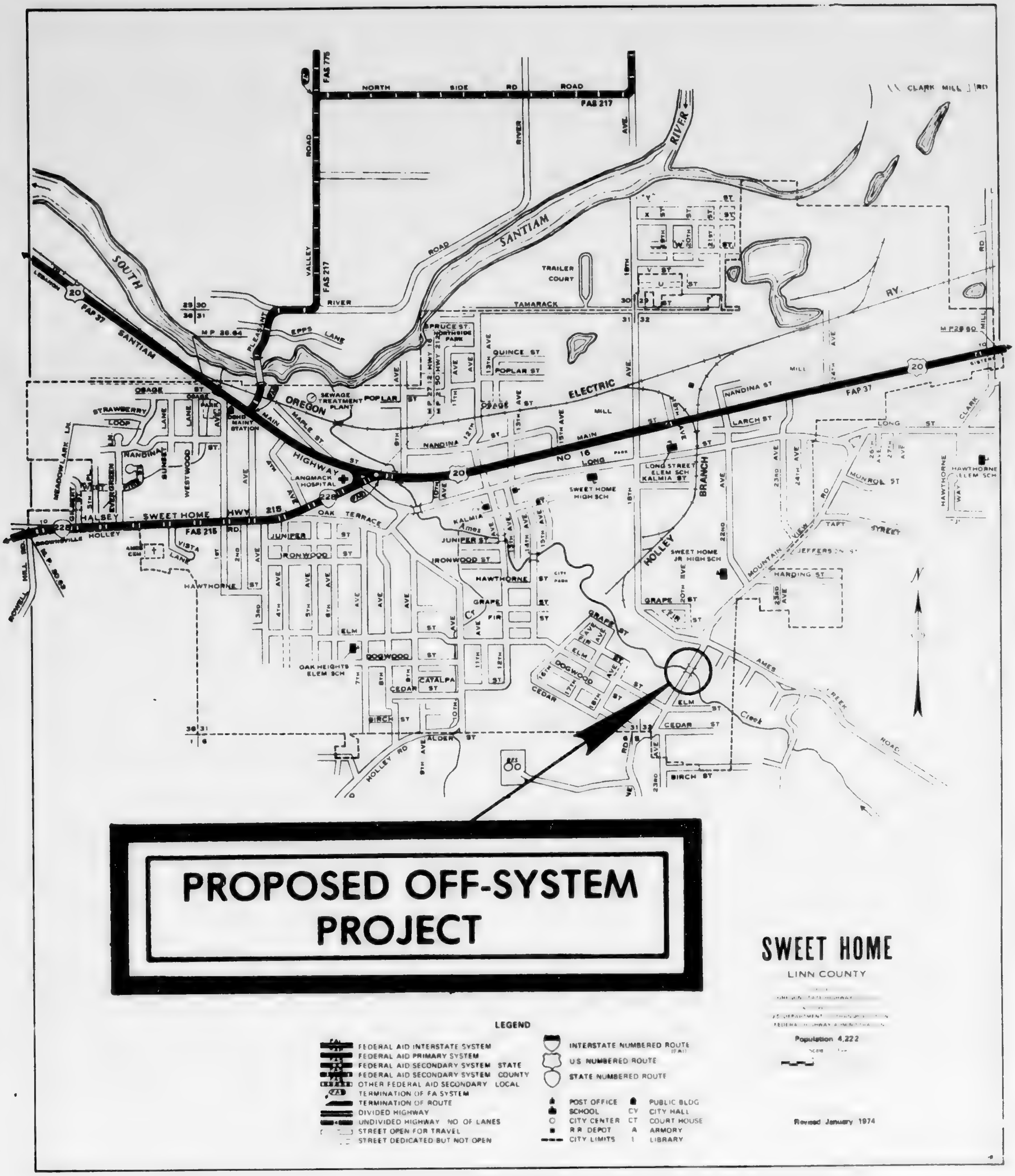
CITY OF SWEET HOME
Proposed SOS-R Project

Ames Creek Culvert
Mountain View Road
Culvert
$38,000

This project consists of replacing the existing wooden bridge across Ames Creek on Mountain View Road with an arch type culvert.

State will perform the preliminary and construction engineering.

77-b
12/1/77


NORTH SIDE RD ROAD
FAS 217
FAS 775
VALLEY ROAD
SOUTH SANTIAM RIVER
SANTIAM
RIVER
TAMARACK
EPPS LANE
PLEASANT
TRAILER COURT
CLARK MILL RD
RY.
MILL
ELECTRIC
OREGON
SEWAGE TREATMENT PLANT
20
FAP 37
MAIN
NO 16
LONG
HIGHWAY
LANGMACK HOSPITAL
228
HALSEY - SWEET HOME HWY 215
FAS 215
OAK TERRACE
HOLLEY
BRANCH
SWEET HOME HIGH SCH
LONG STREET ELEM SCH
SWEET HOME JR HIGH SCH
HAWTHORNE ELEM SCH
OAK HEIGHTS ELEM SCH
MOUNTAIN VIEW RD
AMES CREEK ROAD
HOLLEY RD
N

PROPOSED OFF-SYSTEM PROJECT

LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
US NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CV CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

SWEET HOME

LINN COUNTY

Population 4,222

Revised January 1974

STATE OF OREGON

INT. OFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: December 21, 1976

FROM: for L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Ames Creek Br. (Sweet Home)
Mountain View Road
Linn County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 12-20-76

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson
Region 2 Geologist: William Fretwell

RECEIVED
STATE HWY ENGR
DEC 17 '76
REFER TO
FOR

Info	Inves.	R/D	D/R	Sign	Act	File

81-125-1387

412

orm FHWA 121 (Rev. 5-73)

[illegible]

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 14, 1976

In reply refer to: 1041B.2

SUBJECT: Project Assessment
Ames Creek Br. (Sweet Home)
Mountain View Road
Linn County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's December 1, 1976 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 2, E. Welsh)

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
[illegible]
FOR
Info | Inves | R C | R | Sign | Act | File

Rev. 10/29/75 NOTE: COUNTY MEANS CITY OF SWEET HOME, OREGON

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Sweet Home FAS No. ______ Date ______
County Road Name Mountain View Road
Section Name ______
Type of Project Culvert construction
Location of Project (Attach sketch map) ______
ADT 1000 (1971), 1100 + today Design Speed 35

Is this request for county bridge design only? Yes ______ No x
county FAS bridge design? Yes ______ No x
Will County hire consultant for this project? Yes ______ No x

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 24 feet

2. Shoulders: Type AC
(AC, Pug Cold Mix, Oil Mat)
Width Each Side 4 feet Total Top Width 32 feet

3. Grading and Drainage:
By County ______ County Date of Completion ______ By Contract x

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract x
Has base design been given to County? Yes ______ No x
Will it be furnished? Yes ______ No ______

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract x

6. Binder Course:
By County ______ County Date of Completion ______ By Contract x

7. Traveled Surface and Shoulders:
By County ______ County Date of Completion ______ By Contract x

8. Clearing:
By County ______ County Date of Completion ______ By Contract x

9. Curbs:
Curbs Required? Yes X No ______
Type Desired AC drainage curbs for roadway
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs 32 feet

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes__X__ No______
If answer is No, which of the following applies?
Contrary to public safety_______ Cost excessive to need or use_______
Sparse population_______ Area exempt from bike law_______
What is desired width of trail or walkway__each side 4__ ft.
What type of surface treatment is desired__AC__
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No__X__
What type of separation from roadway will be used?
__Painted Lane__
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__X__ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__X__ No______

12. Will replacement be by: County______ Contract__X__
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No__X__

14. Will County adjust structure to additional width? Yes__~~X~~__ No__X__

15. Will adjusted width be standard? Yes__~~X~~__ No__X__
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No__X__

17. Does County wish sight posts installed? Yes__X__ No______

18. Does County wish State to permanently stripe project? Yes__X__ No______

19. Will County do striping? Yes______ No__X__

20. Does County wish guardrail installed? Yes__X__ No______
By County______ Contractor__X__
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes__X__ No______
By seeding and mulching Yes__X__ No______
By rock blanket Yes__X__ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__X__ No______

23. Can through traffic be detoured? Yes__X__ No______

24. Must new detour be constructed? Yes______ No__X__

25. Will detour be constructed and maintained by County? Yes ___ No X

26. Will detour be constructed & maintained by Contractor? Yes ___ No X

27. Will County sign project outside work area during construction? Yes ___ No X

28. Will Contractor sign project outside work area during construction? Yes X No ___

29. Should contract provide for permanent signing? Yes X No ___

30. Should State do permanent signing? Yes ___ No X

31. Will traffic signals be required? Yes ___ No X
If yes, give location and type desired ___

32. Is project contingent upon other factors? Yes ___ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain ___

33. Existing facility - Total top width 32 ft.
Travelway width and surface 24 ft., AC on timber bridge
Shoulder width and surface 2 - 4 ft., "

Remarks re Section I: existing timber decked bridge will be replaced with large arch culberts

II. BRIDGE PROJECT DATA

1. Name of river or stream Ames Creek

2. Name of bridge Mountain View Road

3a. Dimensions of existing bridge. Length 26 Roadway Width 32 Type ___
b. Dimensions of existing approaches. Type AC Width ___ Shoulders ___

4. Type of design and material used in existing bridge. Unknown design standards for existing. timber girders and deck with AC overlay

5. Location (please attach map with location marked): ___
Section 32 Township 13 s Range 1E W.M.

6. Desired width of proposed bridge See cross section Approx. length ___
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ______ No X
Upstream ________ Downstream ________ Width ________

8. Does County wish a particular type of bridge design? Yes ______ No X
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) ________________

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ______ No X
Explain ________________

10. Foundation Testing: By County? Yes ______ No X
By State? Yes X No ______

11. Will County close road during construction? Yes X No ______

12. Can presently established road be used as detour? Yes X No ______

13. Must a new detour be constructed? Yes ______ No X

14. Will detour be constructed & maintained by County: Yes ______ No X

15. Will detour be constructed & maintained by Contractor? Yes ______ No X

16. Will County sign project outside work area during construction? Yes ______ No X

17. Will Contractor sign project outside work area during construction? Yes x No ______

18. Approaches or Connections: By County? Yes ______ No X
By Contractor? Yes x No ______
Traveled surface: Type AC Width 24
Shoulder surface: Type AC Width 2 - 4 feet
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes X No ______

N.W. quadrant distance from structure 150
N.E. quadrant distance from structure 110
S.W. quadrant distance from structure -
S.E. quadrant distance from structure 100

20. Guardrail: Desired on approaches or connections: Yes X No ______
By County ______ Contractor X
Right side only? Yes ______ No X
Both sides? Yes X No ______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes ______ No X
Use for detour? Yes ______ No X
Removed by County? Yes ______ No X
Removed by Contractor? Yes X No ______
Salvaged by Contractor for County? Yes X No ______
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes ______ No X
By Contractor? Yes ______ No X

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes X No ______ Size 2"
Company City of Sweet Home
b. Sanitary sewer mains: Yes ______ No x Size ______
Company ______
c. Storm sewer: Yes ______ No x Size ______
Company ______
d. Gas mains: Yes x No ______ Size 2"
Company Northwest Natural Gas
e. Power lines: Yes ______ No x Size ______
Company ______
f. Telephone lines: Yes ______ No x Size ______
Company ______
g. Other Utilities: ______

24. Does County wish provisions made for future utility attachment to structure? Yes ______ No X

25. Does County wish lightpost bases and conduit installed? Yes ______ No X

26. Does County wish complete job of illumination in project? Yes ______ No x

27. Is project contingent upon other factors? Yes ______ No x
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______

28. Existing roadway on either side of bridge:
N or E Side - Travelway surface and width AC, 25
Shoulder surface and width gravel, 7
S or W Side - Travelway surface and width AC, 25
Shoulder surface and width gravel, 7

Remarks re Section II: ______

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ____ No X
   By Consultant? Yes ____ No X
   By County? Yes X No ____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No ____

3. Construction plans and specifications to be prepared:
   By State? Yes ____ No X
   By Consultant? Yes ____ No X
   By County? Yes X No ____

4. Does County desire center line to be permanently monumented as part of project? Yes X No ____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: ______

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60 Minimum --

2. Is any additional right of way needed? Yes ______ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes ______ No ______

4. Should State negotiate and acquire right of way in behalf of County? Yes ______ No ______

5. Should State prepare options? Yes ______ No ______

6. Should material source site be included in right-of-way descriptions? Yes ______ No X

7. Is there any merchantable timber on right of way? Yes ______ No X

8. Will timber be reserved for owner? Yes ______ No ______
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ______ No ______

10. Is a hearing necessary? Yes ______ No x
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ______ No X
If yes, give type and name of utility company: ______

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No ______
If yes, give type and name of utility company: Gas -Northwest Natural Gas Water- City of Sweet Home

13. Are utilities on existing right of way by permit ______ or by franchise x
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes ______ No X
If yes, give name of irrigation company or district ______
and dates between which water can be turned off: From ______
To ______

15. Are there any railroad crossings? Yes ______ No X

16. Name of Railroad____

17. Number of tracks: Mainline__________ Siding__________ Total__________

18. Sight Distance:____________________(Left) ____________________(Right)

19. Number of Trains: Passenger________________ Speed________________
Freight__________________ Speed________________

20. Angle of Intersection:______________________________________

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing____

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop Signs______
Crossbucks________________ Automatic bell__________ Gates__________

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes______ No______
By County? Yes______ No______
By State at County expense? Yes______ No______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes______ No______
By County? Yes______ No______
By State at County expense? Yes______ No______

28. Does County wish State to prepare P.U.C. hearing date? Yes______ No______

29. Will P.U.C. application be made by State__________ or County__________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes______ No__X__

Remarks re Section IV:____
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry ____ Cinders ____
2. Owner: County ____ State ____ Private X Other ____
3. Location: ____ Section 29 Township 13S Range 1E W.M.
4. If County lease, what are royalty payments? ____
5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Aggregates ____
   Location ____
   Miscellaneous Items ____

Remarks re Section V: It is anticipated that all materials will come from existing commercial suppliers

VI. FINANCIAL DATA

1. Estimated Cost: $ 38,000
2. Available FAS Funds $ 0
3. Does County wish advancement of future Federal funds? Yes ____ No ____
   Amount N/A
4. Date match money is available at present time
5. Will there be any 100% County money? Yes ____ No X
6. Maximum amount of 100% County money available: $ ____
7. Date County request letting: ____

Remarks re Section VI: The city's match will come from a 5-year, $25,000 per year street levy

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — City of Sweet Home (Office)
2. Environmental — City of Sweet Home (Office)
3. Public Hearing — N/A (Office)

Remarks re Section VII: ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ______
Mayor

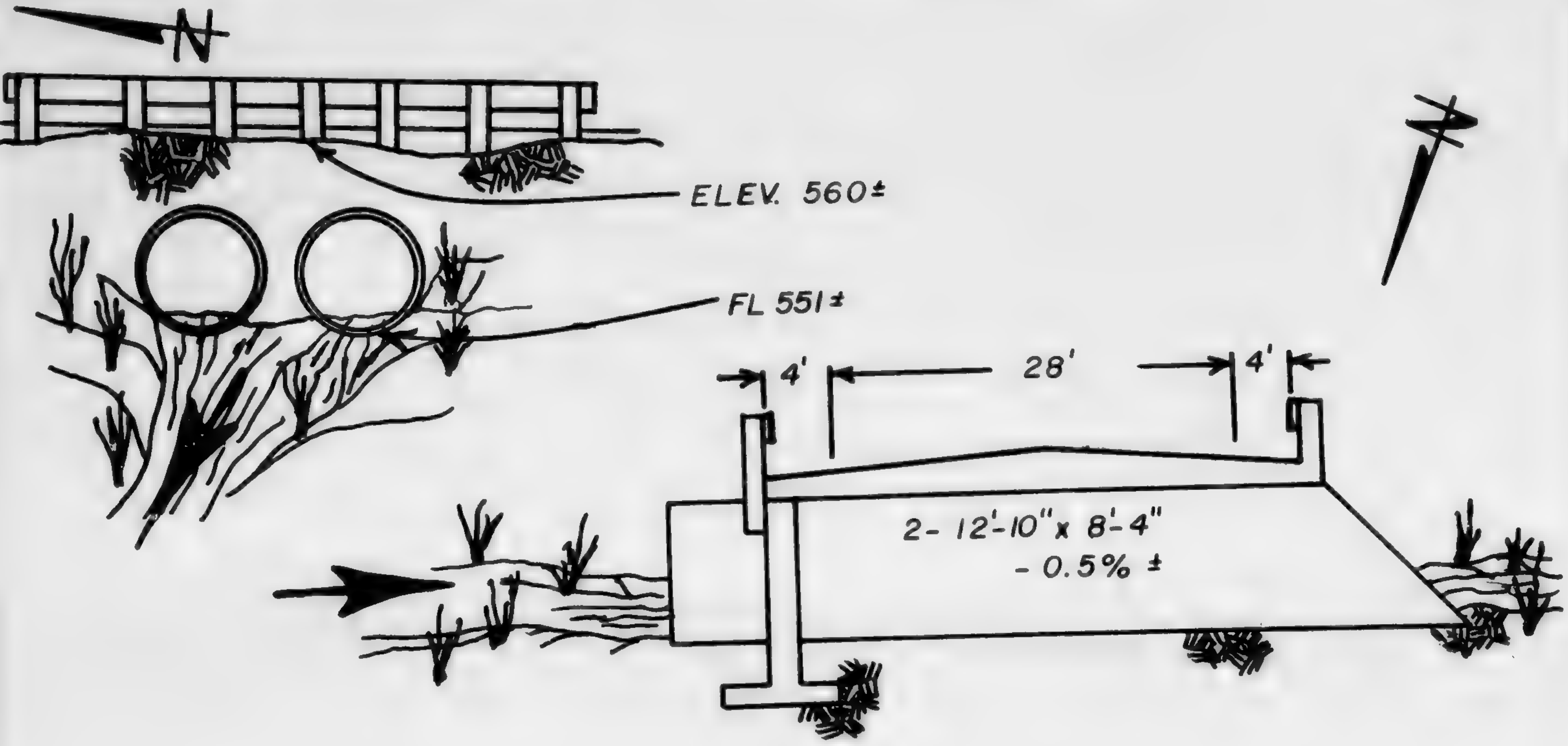
By David M. Cutcher
City Manager

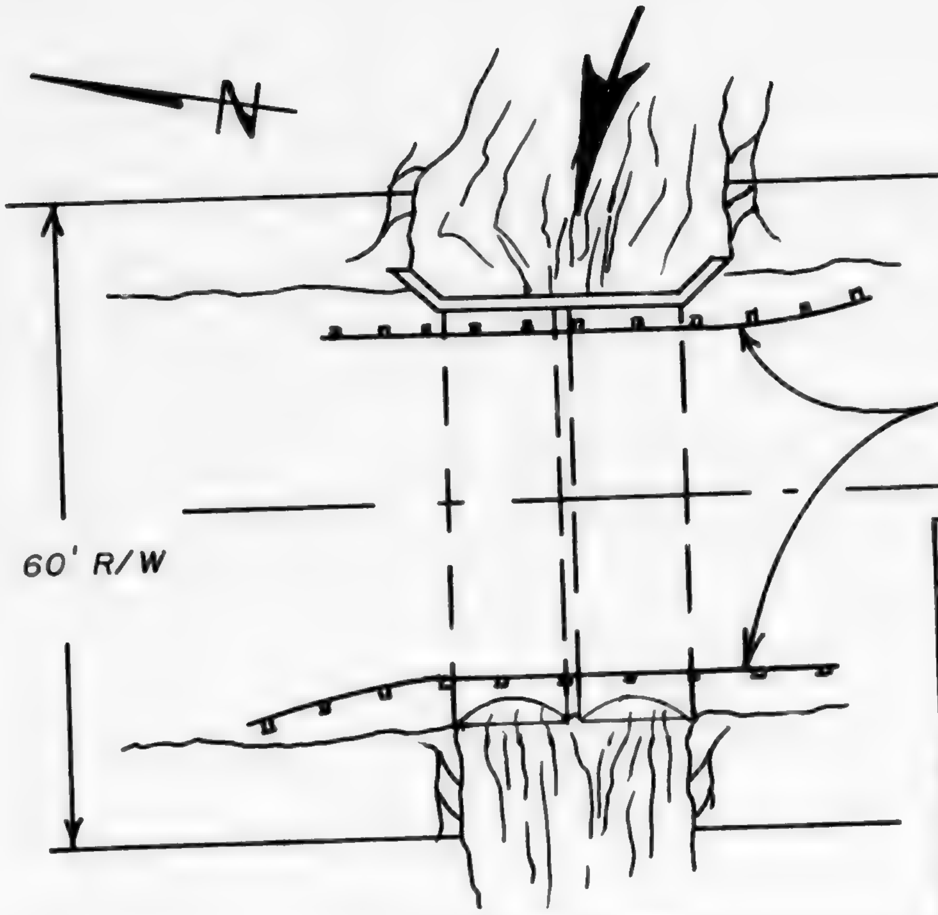
By ______
City Engineer

By ______

County ______

Date September 20, 1976

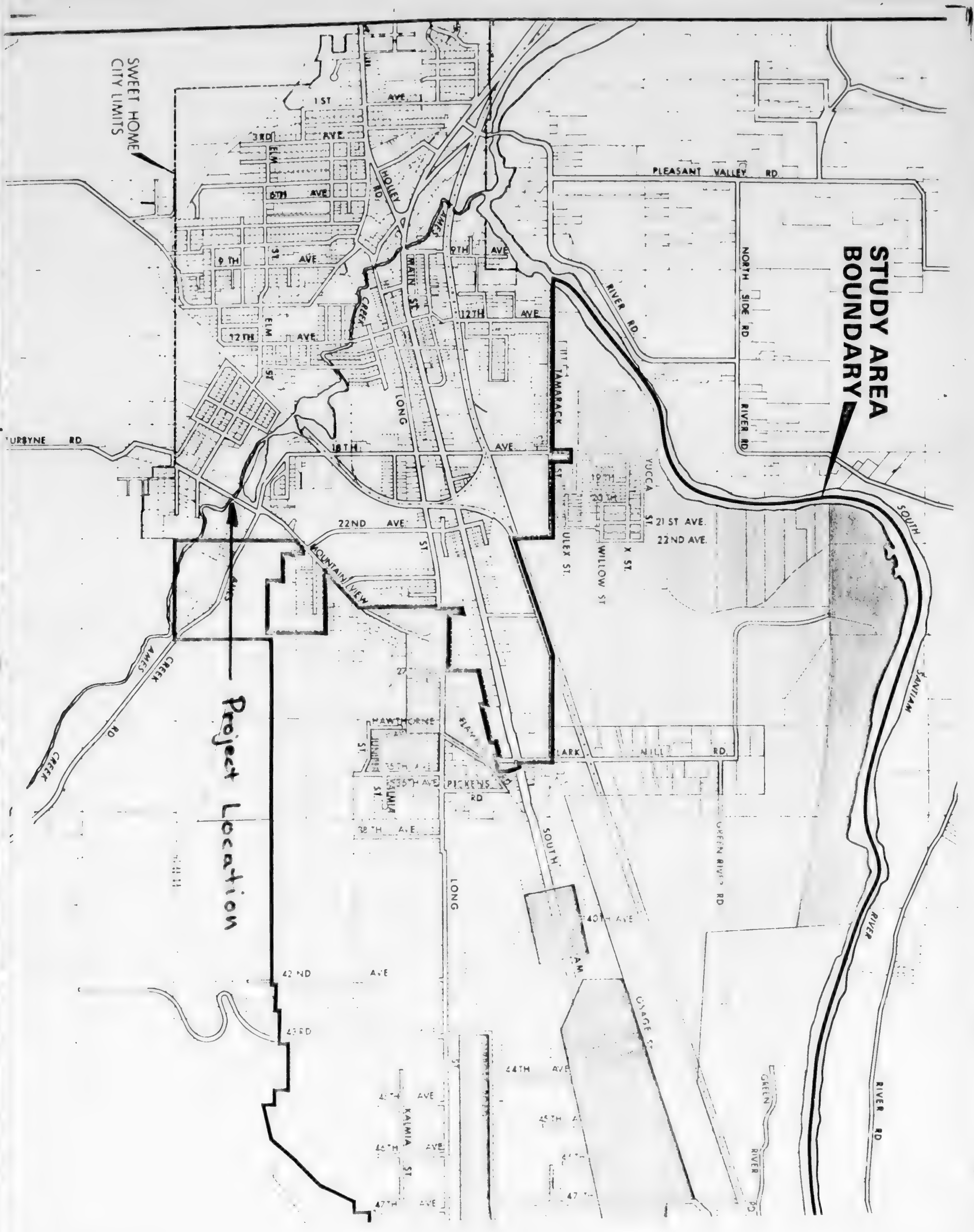

N
ELEV. 560±
FL 551±
N
4'
28'
4'
2- 12'-10" x 8'-4"
- 0.5% ±


N
MBGR 50'
60' R/W

CITY OF SWEET HOME, OREGON

DRWN	7 SEPT 1976

OFFICE OF CITY
ENGINEER


STUDY AREA BOUNDARY
Project Location
SWEET HOME CITY LIMITS
1ST AVE
3RD AVE
6TH AVE
9TH AVE
12TH AVE
18TH AVE
22ND AVE
ELM ST
HOLLEY RD
AMES CREEK
MAIN ST
LONG ST
TAMARACK ST
YUCCA ST
ULEX ST
WILLOW ST
X ST
19TH
20TH
21 ST AVE.
22ND AVE.
MOUNTAIN VIEW
TURBYNE RD
AMES CREEK RD
PLEASANT VALLEY RD
NORTH SIDE RD
RIVER RD
NORTH RIVER RD
SOUTH SANTIAM RIVER
CLARK MILL RD
HAWTHORNE
35TH AVE
36TH AVE
PICKENS RD
KALMIA ST
38TH AVE
40TH AVE
42ND AVE
43RD
44TH AVE
45TH AVE
46TH AVE
47TH AVE
SOUTH
GREEN RIVER RD
GAGE ST
SOUTH RIVER RD

CSR
Sweet Home

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 23, 1976

FILE: LEG 7-4-7
(Linn Co.)

Phil

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Off-System Project Request
City of Sweet Home

TO: D. N. Harwell
COUNTY/CITY ENGINEER

ATTENTION: Bob Prange
RURAL ENGINEER

Attached is correspondence from City Engineer, Gordon Johnson, requesting an off-system project.

Please place Sweet Home on the project priority list and advise me of their status. I will relay this information to them along with appropriate application forms.

RECEIVED
COUNTY & CITY SECTION
APR 23 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

POS/elf

Attach.

Hal

CITY OF SWEET HOME
LINN COUNTY
SWEET HOME, OREGON 97386

April 20, 1976

REGION 2 ENGINEER
RECEIVED
APR 22 1976
☐ RE ☐ NCE ☐ RME ☐ RTE ☐ ROE
☐ U E ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Mr. Phillip Stearns
Region Federal Aid Engineer
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

The City of Sweet Home would like you to consider replacement of the Ames Creek Bridge on Mountain View Road in the City of Sweet Home. This project would be financed through the Off-System Roads Program.

The existing bridge (as shown in the attachment) is a timber structure, composed of 6" x 20" treated douglas fir girders with a deck of 4" x 6" untreated T & G douglas fir. The deck is overlayed with gravel and an asphalt concrete wearing surface. The bridge is 26 feet long and 32 feet wide. City or County As-Built records are not available, but residents indicate that construction took place about 1951. The 4" x 6" decking and 6" x 20" girders have experienced decay due to dry rot. Extensive patching has been done to the riding surface and portions of the decking have been replaced. Based on field observations and calculations a 5-ton load limit has been placed on the structurally, deficient bridge.

Our plan is to replace the bridge with a large arch culvert (15' -4" x 9' - 3") at an estimated cost of $22,000.

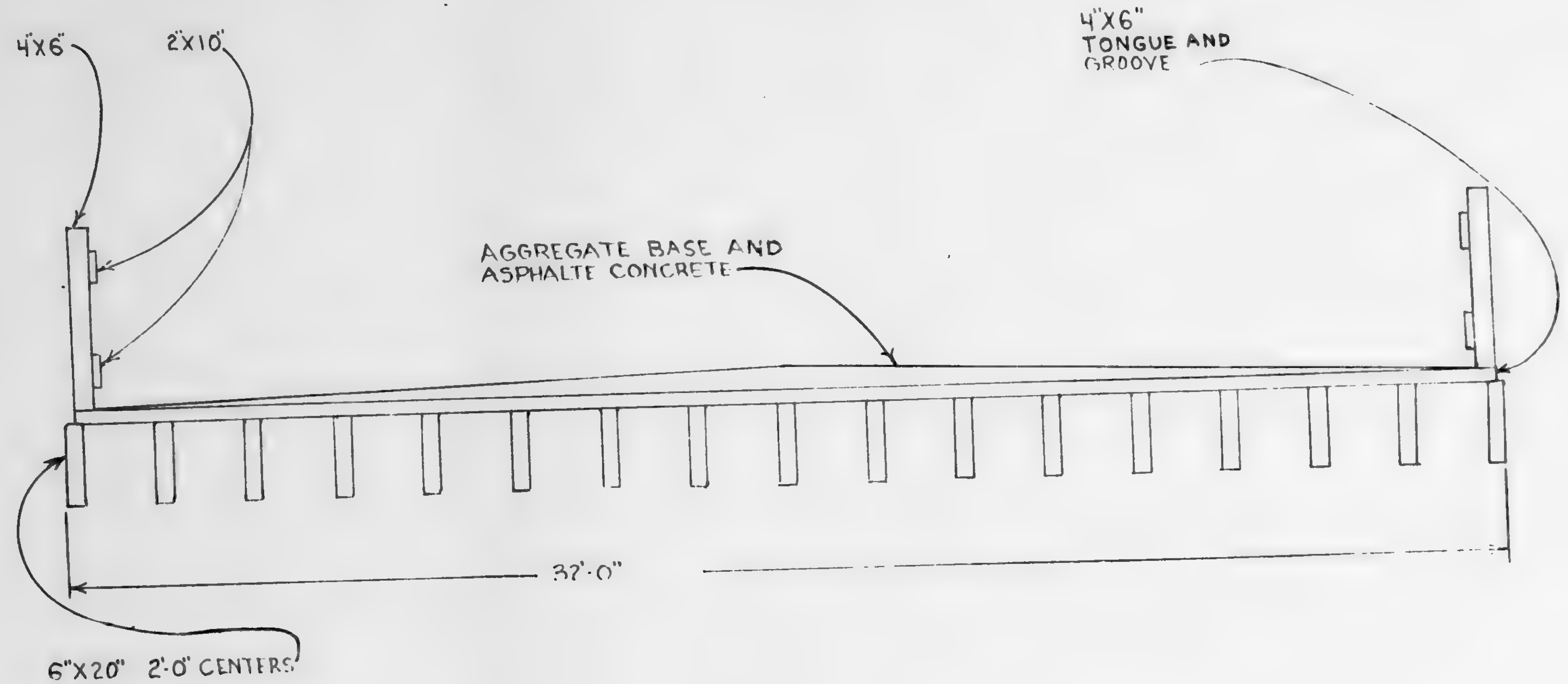
Very truly yours,

G E Johnson

Gordon E. Johnson, P.E.
Public Works Director

GEJ/eb

RECEIVED
COUNTY & CITY SECTION
APR 23 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


4"X6"
2"X10"
4"X6"
TONGUE AND
GROOVE
AGGREGATE BASE AND
ASPHALTE CONCRETE
32'-0"
6"X20" 2'-0" CENTERS

TYPICAL SECTION
SCALE: 1"=4'-0"

EXISTING AMES CREEK BRIDGE ON MT. VIEW RD.
BETWEEN LONG ST. AND ELM ST.
APRIL 1976

1980 U.S. Feed Canal Echo Br. 9127
Sec. of Lexington-Echo Hwy.
(Structure)

C&A 7442 12/22/80

9127

L.

* TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-45	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla
MODIFICATION NUMBER 1	6 30 81	Project Number BRS-188 (2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 14, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 141,472.00	$ 148,472.00
Federal funds	$ 113,177.00	$ 118,777.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of June, 1981.

Oregon State Highway Division
(Official name of Highway Agency)

By

Ass't. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 25, 1981

Federal Aid Project
No. BRS-188 (2)

U.S. Feed Canal (Echo) Bridge Section
SR 207 in Umatilla County

Revised Project Agreement Estimate

Type Code X080
Structure No. 4760A (Sta. 9 + 14.00 to Sta. 9 + 84.04)

Subtotal of previous estimate of May 7, 1980	$ 124,645.00

Additional Items

Remove trees & existing fence, grade & rock Shoulders in Widened area (E.W.O. # 1)		$ 7,000.00
	Increase	$ 7,000.00
	Subtotal	131,645.00
	Engineering	16,022.00
	Engineering (Sig. Cont. Testing	805.00
	Total	$ 148,472.00

Length of Structure - - - - - - - - - - - 0.013 miles

Federal Funds (80.0%) - - - - - - - - - -	$ 118,777.00
State Funds - - - - - - - - - - - - - - - - -	29,695.00
Total	$ 148,472.00

Group 1 - 100%
Contract No. 9127
Prefix 130-1950
Prefix 130-1069

1127

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-150	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Umatilla Project No. BRS-188(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 207, 0.2 mi. W. of ECL Echo

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-9-80	0.013

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT $ 141,472.00	FEDERAL FUNDS $ 113,177.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Assistant State Highway Engineer
(Title)

For: H.S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator ______________________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal-Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 7, 1980

Federal Aid Project
No. BRS-188(2)

U.S. Feed Canal (Echo) Br. Section
SR 207 in Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure No. 4760A(Sta. 9+14.00 to Sta. 9+84.04)

Mobilization		All Required	$ 10,000.00
Temporary Protection and Direction of Traffic		All Required	10,000.00
Temporary Signs	170 Sq. Ft.	6.00	1,020.00
Temporary Barricades	1 Each	300.00	300.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	200 Lin. Ft.	6.00	1,200.00
Temporary Guard Rail, Type 1A Modified, Reflectorized	150 Lin. Ft.	7.00	1,050.00
Temporary Traffic Signal Installation	1 Each	6,000.00	6,000.00
Temporary Plastic Safety Markers	2 Each	150.00	300.00
Flagman	80 Hours	20.00	1,600.00
Bridge Removal Work		All Required	5,000.00
Foundation		All Required	15,000.00
4' X 70'/75' Prestressed Slabs	9 Each	6,000.00	54,000.00
Metal Rail with Tubing	144 Lin. Ft.	55.00	7,920.00
Asphalt Membrane	295 Sq. Yd.	10.00	2,950.00
Class "B" or Class "C" Asphalt Concrete, 2 inches thick	400 Sq. Yd.	10.00	4,000.00
Guard Rail, Type 2A	25 Lin. Ft.	20.00	500.00
Guard Rail, Type 3	50 Lin. Ft.	50.00	2,500.00
Guard Rail Anchors, Type 1	1 Each	300.00	300.00
Rail End Pieces, Type A	1 Each	25.00	25.00
Rail End Pieces, Type C	3 Each	160.00	480.00
			$124,145.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 500.00
	SUBTOTAL	$124,645.00
	Engineering	16,022.00
	Engineering (Signal Control Testing)	805.00
	TOTAL	$141,472.00

Length of structure - - - - - - 0.013 miles

Federal Funds (80.0%) - - - - -	$113,177
State Funds - - - - - - - - - - -	28,295
TOTAL	$141,472

Group	1-100%
Contract No.	9127
Prefix	130-1950
Prefix	130-1069

U.S. Feed Canal (Echo) Br. Section

Non Participating Items (State Responsibility)

Furnish Mailbox Posts	1 Each	$ 35.00	$ 35.00
Setting Mailbox Posts	1 Each	$100.00	$100.00

#9127

February 13, 1981

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
#9127

Gentlemen:

On February 9, 1981, we wrote to you concerning release of final payment on Contract No. 9127 awarded to Aubrey Mountain Construction Company for work on the U. S. Feed Canal (Echo) Bridge Section of the Lexington-Echo Highway in Umatilla County.

Final payment on this contract is $2,000 and the total contract amount is $132,022.67 including $7,234.67 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Aubrey Mountain Construction Co.
76700 High Prairie Road
Oakridge, OR 97463

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
C.C. Meisel Co.,Inc. No. 9196	Willamina (W. Main St.) Yamhill County	January 16, 1981
Ray Wells, Inc. No. 9173	Reedsport-Clear Lake Douglas County	January 16, 1981
Columbia Excavating,Inc. No. 9087	Mult. County Maint. & Operations Facility Multnomah County	January 16, 1981
R. L. Coats No. 8904	Glenwood Dr.-S.C.L.(Bend) Deschutes County	January 27, 1981
Hamilton Const. Co. No. 9001	N & S Fork Coyote Cr. (Gillespie Corners) Bridges Lane County	January 30, 1981
Oregon Asphaltic Paving Co. No. 8819	SE Duke St.-SE Clatsop St. Multnomah County	February 4, 1981
L. W. Hembree Co. No. 9123	Tualatin Valley Hwy. @ Shute Center Washington County	February 5, 1981
Aubrey Mountain Construction Co. No. 9127	U.S. Feed Canal (Echo) Br. Umatilla County	February 5, 1981
Hensel Phelps Const. Co. No. 8818	Columbia Blvd. (UPRR U'Xings) Multnomah County	February 6, 1981

February 6, 1981

CT Keasey

C. T. Keasey
Asst. State Highway Engineer

United States Department of the Interior
WATER AND POWER RESOURCES SERVICE
~~BUREAU OF RECLAMATION~~
CENTRAL SNAKE PROJECTS OFFICE
214 BROADWAY AVENUE
BOISE, IDAHO 83702

IN REPLY REFER TO: 530
770.-

December 22, 1980

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Mr. Jack M. Cartwright, Utility Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Cartwright:

Enclosed is a duplicate original of a crossing agreement, contract No. 1-07-10-L0409, for the State of Oregon. The agreement will allow the State to cross the Feed Canal with a vehicular bridge near Echo, Oregon.

Sincerely,

Bob Brown
Project Superintendent

Enclosure

Original to Gen Files
[illegible]
XC w/agree. to [illegible] | [illegible]
[illegible]

RECEIVED
DEC 26 1980
RR & UTILITY UNIT

RECEIVED
DEC 30 1980
RR & UTILITY UNIT

U.S. FEED CANAL (ECH BR.
LEXINGTON-ECHO HIGHWAY
UMATILLA COUNTY

PRE NO. 130-1069 32
CONTRACT NO. 9127
F.A. NO. BRS 188(2)

NARRATIVE REPORT

PROBLEM AREAS

Temporary Traffic Signal Installation

It was found during the construction of this project that a four-way stop light would have been adequate to control the traffic. After the first two weeks of construction, the city requested that the signals be turned on to flashing red only.

Recommendation

Contact the city during the location stage even though the structure is on the state highway system and obtain their recommendation.

Asphalt Membrane and Class "B" Asphalt Concrete

These items were set up on a square yard basis for payment.

Recommendation

Pay for this type of material by the ton.

ITEMS OF SPECIAL INTEREST

The foundation on this structure was paid for on a lump sum basis and gave the contractor the option of piling or a precast footing substructure. I am sure that this obtained the lowest price possible, plus it simplified and reduced the cost of administration of this bid item. I would recommend this be used whenever possible on future contracts.

The contractor on this project elected to use precast footings. These were cast in the same casting yard as the prestressed beams. I believe the cost could be reduced if the contractor had the option of precasting these at the job site.

The only problem encountered was that a bulkhead was required to retain the fill on the first section during the excavating, setting, and backfilling of the second section. This was accomplished using timbers from the existing bridge.and worked very well.

REFERRED TO
3 Board 1 Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
DEC 17 1980
BRIDGE SECTION

STATEMENT OF OVERRUNS & UNDERRUNS

PROJECT:	U. S. Feed Canal (Echo) Br.	CONTRACT #	9127
HIGHWAY:	Lexington / Echo	PREFIX:	130-1069
COUNTY:	Umatilla	F. A. #	BRS 188(2)

SUMMARY

ITEM	ORIGINAL AUTH.	SEMIFINAL AMT.	%
Original Contract	124,245.00	124,788.00	0
Anticipated Items	1,340.00	0.00	- 100
Contingencies	5,651.33	7,234.67	+ 28
Engineering	11,302.65	11,256.90	0
TOTALS	142,538.98	143,279.57	+.5

All substantial changes were evaluated and none found to meaningfully effect the total project cost.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: U.S. Feed Canal (Echo) Br.

WEEK ENDING: 12-06-80

SECTION PREFIX: 130-1069

HIGHWAY: Lexington-Echo Hwy

COUNTY: Umatilla

NAME OF JOB: U.S. Feed Canal (Echo) Br.

KIND OF WORK: Structure

CONTRACTOR: Aubrey Mtn. Const.

CONTRACT NUMBER: 9127

FEDERAL AID PROJECT NUMBER: BRS-188(2)

DATE OF CONTRACT: May 06, 1980

DATE WORK STARTED: May 21, 1980

ESTIMATED COMPLETION DATE: Nov 15, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 180

WORK DAYS USED

CALENDAR DAYS USED 76

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 42%

PROJECT AUTHORIZATION: $ 142,538.98

EXCLUSIVE OF ENGINEERING: $ 131,236.33

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 132,022.67

ESTIMATED PERCENT OVERRUN ~~XXXXXXX~~: .6 %

ENGINEERING AUTHORIZATION: $ 11,302.65

this week 145.00

ENGINEERING COST TO DATE: $ 11,301.90

PERCENT OF AUTHORIZATION: 100 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: Aug 02, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30		0		
MONDAY 01		0		
TUESDAY 02		0		
WEDNESDAY 03		0		
THURSDAY 04		0		
FRIDAY 05		0		
SATURDAY 06		0		

RECEIVED
DEC 8 1980
CONSTRUCTION
BRANCH
Williams
Johnson
Richards
Berg
Inloes
Widmer
Gebauer
Church

1127

Jack Cartwright
Right of Way

October 14, 1980

Robert W. Gormsen
Commission Services

As requested, we are attaching the original and three copies of an agreement with the U.S. Department of the Interior, Water and Power Resources Service, pertaining to crossing the U.S. Feed Canal (Echo Bridge) Section of the Lexington-Echo Highway in Umatilla County.

It is my understanding that you will secure the signatures of the U.S. Department of the Interior (which needs to be notarized on page 5), and the Hermiston Irrigation District. The party who signs the agreements last should also date the agreements on page 1.

We would appreciate your returning one fully executed copy to our office for the Transportation Commission's files.

2/23/81
note to Jack re status

Copy sent to files [illegible]
Jack [illegible]

AGR

STATE OF OREGON

INTEROFFICE MEMO

TO: Scott Coulter
State Highway Engineer

DATE: October 1, 1980

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Crossing Agreement
Department of the Interior
Water and Power Resources
 Service
U.S. Feed Canal (Echo Bridge)
 Section
Lexington-Echo Highway

I am transmitting copies of an agreement with the above section of the Federal Government. Please obtain the approval of the State Transportation Commission in order that the agreement may be processed for this contract. Note that your signature must be notarized.

JBB:jh
attach.

cc: Hal Versteeg w/attach.
Walt Hart w/attach.
Pat Schwartz w/attach.
Roger Trygstad w/attach.

RECEIVED
STATE HWY ENGR
OCT 1 - '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contains
Recycled
Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

ROW 18-4

September 4, 1980

NOTED
E. S. HUNTER

Mr. Bob Brown
Project Superintendent
Water & Power Resources Services
214 Broadway Avenue
Boise, ID 83702

Crossing Agreement
U.S. Feed Canal (Echo)
Bridge Section
Lexington - Echo Highway
Umatilla County
Your File 320/770.-

Dear Bob:

The proposed crossing agreement submitted by your letter of July 17, 1980 has been reviewed by our Region 5 office in La Grande, Oregon, Counsel for the Department of Transportation and this office. Paragraph 6, 12 and the signature page have been revised. Paragraph 6 was revised to reflect the fact that the highway construction project has already been completed. Paragraph 12, the hold-harmless clause, has been revised to reflect the terminology approved by the Oregon Attorney General's office. The signature page was revised to reflect the appropriate approval authority for the Oregon State Department of Transportation.

If the revisions meet with your approval, please advise by telephone (1-800-452-7813, ext. 86511) and I will have the agreement finalized and executed by the Oregon State Highway Division. The agreement will then be submitted to you for your approval and Hermiston Irrigation District's approval.

Your cooperation in this matter is greatly appreciated.

Cordially,

Jack M. Cartwright
Utility Engineer

RECEIVED
TECHNICAL SERVICES
SEP [illegible]
REFER TO
FO

JMC:csr
Attachment - Revised Agreement
cc: Mr. Hugh Thompson, Hermiston Irrigation District
Harlin Gerlach, Region Utility Engineer

bc: E. S. Hunter
J. B. Boyd
W. E. Schwartz

Form 734-3123

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
BRS-188(2)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
90025

COUNTY NAME
Umatilla

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO
Moehring
FOR
Info | Inves | R/O | D/R | Sign | Act | File

4/14
Orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
4/9/80	4/9/80	Secondary 188 Secondary 320

GENERAL LOCATION:

U.S. Feed Canal (Echo) Bridge Section

GENERAL DESCRIPTION OF WORK:

One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 3/24/80 that provisions of FHPM 7-5-1 have been complied with. Also, as requested in Mr. Swan's 4/8/80 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $175,000 Federal funds $140,000 in accordance with the provisions of your approved Secondary Road Plan. It you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/9/80	G. K. Hamner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCK OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-611-858

1980 N. Tigard Intchge.-S.W. Beef 9128
Bend Rd. (Tigard) Sec. of
Pac. Hwy. West. (Vent. system)

CdA 6396 12·17·79, 7·29·81

10-26-81

U. S. DEPARTMENT OF TRANSPORTA ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9-3(8)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90185

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/26/81	8. FEDERAL ROUTE NUMBER Primary 9	9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
N. Tigard Interchange - Beef Bend Road (Tigard) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 10/22/81 I approve the revised Construction Costs to a TEC of $1,060,755 Federal Funds $901,637.

(Decrease TEC $71,545 Federal Funds $60,813 Appn. Code 823)

14. DATE 10/26/81	15. SIGNATURE OF APPROVING OFFICIAL G.K. [illegible]	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#71-1

July 29, 1981

City of Tigard
P.O. Box 23397
Tigard, OR 97223

AGR 4

Attention: Doris Hartig
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6316

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement defining maintenance and power responsibilities for traffic signals on the North Tigard Interchange-Beef Bend Road Section of the Pacific Highway West through your City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: D. E. Swan
Operation Programming Engineer

ATTN: M. C. Holmes

DATE: June 3, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: TSM Project
North Tigard Interchange-Beef Bend Road
Pacific Highway West
City of Tigard

Attached is correspondence relating to power costs on the subject project. I believe that these are self-explanatory.

Would you please prepare a supplemental agreement covering the responsibilities for power, as set forth in these letters.

If any clarification is needed, please let us know.

L. E. George

L. E. George
Traffic Engineer

BET:ds
Attachments

PROJECT MANAGEMENT BRANCH
STE
PE RE PRE
FORWARDED TO ____________
FOR ____________
FILE: PM FA LG.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
~~P.O. BOX 02157 PORTLAND, OREGON 97202~~ PHONE 653-3090
9002 SE McLoughlin Blvd., Milwaukie 97222

Bruce T.

RECEIVED
[illegible] 1981
TRAFFIC ENGINEERING

In Reply Refer to
File No.:

May 21, 1981

Frank Currie
City of Tigard
12420 SW Main
P.O. Box 23397
Tigard, OR 97233

Re: N. Tigard Intchge.-SW Beef Bend Rd.
99W Through Tigard
Contract No. 9059

Dear Frank:

Our Traffic Section is in the process of writing an agreement to clarify the responsibilities for the signals involved in the TSM project that has been recently completed. This letter is to confirm our understandings arrived at in a meeting on May 18, and by phone on May 19, 1981. This should also allow us (the Highway Division and the City of Tigard) to give official notice to PGE to get the proper name on the various billings for the signals along this section of highway. A list of each signal and the agency responsible for the power consumption is as follows:

SW 64th St.	Multnomah Co. by agreement between Hwy. Div. & Mult. Co.
✓SW 69th St.	Tigard
Fred Meyer Access	Fred Meyer
Drive-in Theater	State
Hwy. 217 NB Off-Ramp	State
Hwy. 217 SB Off-Ramp	State
Hall Blvd	State
✓Greenburg	Tigard
✓Johnson	Tigard
✓Walnut	Tigard
✓Garrett	Tigard

L.E. GEORGE

NOTED
DWAYNE HOFSTETTER

✓Park	Tigard
✓McDonald	Tigard
✓Bull Mtn. Rd.	Tigard
Beef Bend Rd.	Washington Co. by agreement with Wash. Co. & Hwy. Div.
✓Durham Rd.	Tigard

I'll send a copy of this letter to Jerry Voss, PGE, and assuming the above meets your approval, if you'll do the same, this should be sufficient authorization for Jerry to get the bills to the designated agency.

Sincerely,

M. C.
Marion Craft
Region Construction Engineer

cc Jerry Voss, P.G.E.
Earl Reed, Wash. Co. Traffic Engr.-You might check with Jerry Voss to see if he needs your authorization to start sending Wash. Co. the billings for the Beef Bend signal

bc L. E. George
W. W. Geibel
W. E. Hoffman

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: H. S. Coulter
State Highway Engineer

DATE: May 20, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: TSM Project
North Tigard Interchange-Beef Bend Road
Pacific Highway West
City of Tigard

During the preparation of this project, a "blanket" type agreement was signed between the State and the City of Tigard. This agreement did not list the specific intersections that would be involved in the project but did state that the City would pay all power costs upon completion of the work.

As a result, this agreement in certain instances is in conflict with the 1971 Policy Agreement between the League of Oregon Cities and the State, wherein the City is to pay power costs for intersections that are composed of State highways. These are:

1. The Beaverton-Tigard Highway northbound and southbound ramps at Pacific Highway West.
2. The Beaverton-Tualatin Highway (Hall Boulevard) at Pacific Highway West.

In addition to the above, we believe that power costs for four other intersections should remain, as in the past, the responsibility of others rather than the City. These include the Drive-In Theatre access paid by the State; the intersection of S.W. 64th Avenue paid by Multnomah County; the Fred Meyer access paid by the company and the Beef Bend Road intersection paid by Washington County.

These changes have been discussed with and have the concurrence of Region 1.

With your approval, we will have a supplemental agreement prepared that will clarify these power responsibilities.

RECEIVED
STATE HWY ENGR
MAY 22 '81
REFER TO
George
FOR

George
L. E. George
Traffic Engineer

NOTED
W. R.

ok — proceed
R

RECEIVED
MAY 29 1981
TRAFFIC ENGINEERING

BET:ds

cc: E. L. Hardt
D. E. Swan
W. W. Geibel

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Wildish Corvallis Construction Co. No. 9011	Talbot Rd.-Santiam River (Jefferson) Marion County	October 9, 1980
Willamette-Western Corp. No. 8998	Haines Rd.-Molalla River (Canby) Clackamas County	October 13, 1980
Western Bridge, Inc. No. 9126	Ames Creek (Sweet Home) Linn County	October 15, 1980
Peter Kiewit Sons' Co. No. 8959	Lexington-Bombing Range Road & Lexington-Pieper Canyon Road Morrow County	October 17, 1980
Fabricators, Inc. No. 9157	Libby Drive-Tarheel Creek Coos County	October 17, 1980
Hensel Phelps Const. Co. No. 8795	UPRR 2nd St. O'Xing (LaGrande) Union County	October 23, 1980
Hamilton Electric, Inc. No. 8940	Halsey St. @ 223rd Ave. (Fairview) Multnomah County	October 23, 1980
Hamilton Electric, Inc. No. 8837	Pac. Hwy. W. @ McDonald St.(Tigard) Washington County	October 23, 1980
Traffic Marking Spec. No. 9156	Coquille & Myrtle Point Pavement Marking Coos County	October 24, 1980
Hoberg Const., Inc. No. 9128	N. Tigard Intchge.-SW Beef Bend Rd. (Tigard) Washington County	October 27, 1980
Bracelin-Yeager Excav. & Trucking No. 9137	Newmark Ave.-Ocean Blvd. (Coos Bay) Coos County	October 27, 1980
Gervais Const. Co. No. 8817	Silver Falls State Park Marion County	October 30, 1980
C.W. McCallen Const. Co. No. 9124	Ferguson Rd.-Tekampe Rd. Deschutes County	October 30, 1980
Baker Redi-Mix, Inc. No. 9139	UPRR X'ing-LaGrande/Baker Hwy. (Baker) Baker County	October 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats Const. No. 9071	UPRR/Burnt River (Huntington) Br. Baker County	October 30, 1980
Baker Redi-Mix, Inc. No. 9171	Forest Boundary-North Powder River Baker County	October 30, 1980

November 10, 1980

C. T. Keasey
Asst. State Highway Engineer

November 5, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9128

Gentlemen:

On October 30, 1980, we wrote to you concerning release of final payment on Contract No. 9128 awarded to Hoberg Construction, Inc., for a ventilation system on the North Tigard Interchange-Southwest Beef Bend Road (Tigard) Section of the Pacific Highway West in Washington County.

Final payment on this contract is $1,008.43 and the total contract amount is $20,168.50. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Hoberg Construction, Inc.
12525 S.W. Second Street
Beaverton, OR 97005

bc: C. T. Keasey
Walt Hart
E. L. Hardt

7124 10-16-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQ 9-3(7) & IX-9-3(8)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM NO.

ITEM NO.

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO Maehring
FOR
Info

10-24
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
10-24-79	8-29-80	Primary 9
		STATE ROUTE NUMBER
		Primary 1W

GENERAL LOCATION:

North Tigard Interchange - S. W. Beef Bend Road (Tigard)

GENERAL DESCRIPTION OF WORK:

Furnish and install permanent signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 8-29-80, as requested in Mr. Keasey's letter of 10-1-80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $544.00, Federal Funds $479.00.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-16-80	Hulach	for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-[illegible]055

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.Tigard Intchg. - S.W. Beef Bend Rd.	WEEK ENDING: Sept. 20, 1980	SECTION PREFIX: 034-1043
HIGHWAY: Pacific Hwy. West	COUNTY: Washington	
NAME OF JOB: N.Tigard Intchg. S.W. Beef Bend Rd.	KIND OF WORK: Ventilation System	
CONTRACTOR: Hoberg Construction, Inc.	CONTRACT NUMBER: 9128	FEDERAL AID PROJECT NUMBER: IX-9-3(8)
DATE OF CONTRACT: May 27, 1980	DATE WORK STARTED: July 14, 1980	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS:	WORK DAYS USED: CALENDAR DAYS USED:
PROJECT AUTHORIZATION $ 22,998.47	SPECIFIED COMPLETION DATE: August 31, 1980	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING $ 20,989.87	ENGINEERING AUTHORIZATION $ 2,008.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 20,989.87	ENGINEERING COST TO DATE $ 1,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN / UNDERRUN ___ %	PERCENT OF AUTHORIZATION 50 %	DATE PROJECT WAS COMPLETED: August 29, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Fair	0		
FRIDAY	Rain	0		
SATURDAY		0		

RECEIVED
SEP 23 1980
CONSTRUCTION
BRANCH
Richards
Berg
Williams
Johnsen
Glenn

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
X-9-3(8)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
90185

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

4/30
~~Orig~~

RECEIVED
STATE HWY ENGR
APR 30 '80
REFER TO
Moehring
FOR
Info

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
4/15/80

FEDERAL ROUTE NUMBER
Primary 9

STATE ROUTE NUMBER
Primary 1 W

GENERAL LOCATION:

North Tigard Interchange - Beef Bend Road (Tigard)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2/26/80 letter I approve the revised construction costs to a TEC of $1,132,300 - Federal participation limited to $962,450.

(Increase TEC $56,300 - F.F. $47,850 advice dated 4/15/80)

DATE
4/22/80

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE : 1975 631-055

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	Final Inspection
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

Office work on Semi-Final

SIGNED Wayne Schulte LOC. Portland
Wayne Schulte for W.E. Hofi

[illegible] SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. -9-3(8) STATE PROJECT NO. see below

FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO. ITEM NO. 90185	COUNTY NAME Washington PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

4714
Orig

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO
Moehring
FOR
Info | Invest | R/D | C/E | Sign | Act | File

DATE PS&E APPROVED 4/9/80	DATE AUTHORIZATION EFFECTIVE 4/9/80	FEDERAL ROUTE NUMBER Primary 9 STATE ROUTE NUMBER Primary 1 W

GENERAL LOCATION:

North Tigard Interchange - Beef Bend Road (Tigard)

GENERAL DESCRIPTION OF WORK:

Noise Control - St. Anthony's School

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 4/8/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $34,350 Federal Funds $29,197.

A signed copy of the Title Sheet is returned herewith.

(No increase in obligation of funds required)

DATE 4/9/80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 611-858

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IX-9-3(8)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

COUNTY NAME
Washington

ITEM NO.
90185

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY [illegible]
APR 25 '80
REFER TO
Moehring
FOR

4/25
Orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Primary 9
	3/4/80	STATE ROUTE NUMBER	Primary 1 W

GENERAL LOCATION:

North Tigard Interchange - Beef Bend Road (Tigard)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2/26/80 letter I approve the program change adding noise mitigation to the character of proposed work for St. Anthony's School.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/4/80	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-856

1125

December 17, 1979

City of Tigard
City Hall
Tigard, OR 97223

AGR 4-1

Attention: Doris Hartig
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6376

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering noise mitigation work on St. Anthony School. This work will be performed as a part of the N. Tigard Interchange-Beef Bend Road Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9-3(4)
N. Tigard Interchange - Beef Bend
Road Section - Washington County

Date: November 21, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.8-OR

To: Mr. H. S. Coulter, State Highway Engineer

As requested in Mr. Swan's letter of November 6, I concur that preliminary engineering work necessary for future noise mitigation measures at St. Anthony's School is eligible under this project even though PS&E approval has been granted for the roadway work.

G. K. [illegible]
for G. L. Green

cc:
OSHD (D E Swan, Prog.Mgmt)

RECEIVED
STATE HWY ENGR
NOV 25 '79
REFER TO
FOR

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. R. N. Bothman
Administrator - METRO

Attn. Ron Kleinschmit
Project Coordinator

From: Walter J. Hart
Bridge Engineer

DATE: October 31, 1979

SUBJECT:

St. Anthony School Sound Mitigation
N. Tigard Intch.-Beef Bend Rd. Sec.
Pacific Highway West (99W)
Washington County
Bridge 16436

In response to the Noise Study Report for the subject project prepared by the Environment Section of ODOT, the Bridge Design Section has prepared a preliminary design of a ventilation system for St. Anthony School. The above-mentioned Noise Study Report showed that noise levels in the four classrooms fronting on Pacific Highway West could be brought below the maximum allowable government level by keeping the existing windows closed. The ventilation system is necessary to allow the windows to remain closed. This project is to provide ventilation for these four classrooms.

The system as it is presently designed provides for the following items:

1. A roof-mounted ventilation system, to State of Oregon standards, for the four classrooms front on Pacific Highway West (99W).

2. Insulating all ductwork.

3. Automatic controls to regulate the amount of outside air entering the system.

4. A steam coil in the fan unit to temper the outside air entering the system.

5. A duct thermostat to control the tempering.

6. Manual override controls at some as-yet-unspecified location to control tempering and amount of outside air.

The estimated cost for the ventilation system outlined above is $48,000.00.

It must be understood by the school administration that this is a partial ventilation system only. It does not provide any cooling during hot weather. The system will, however, provide heat tempered air during the cold months. The heat will come from the present heating system.

GJB:dh

cc E. S. Hunter
J. H. Versteeg
E. L. Hardt

RECEIVED
TECHNICAL SERVICES
REFER TO
FOR
Info

81-125-1387

9128

cy: [illegible]

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - METRO — DEPT
238-8226 — TELEPHONE

TO: GARY POTTER
Environmental Section

DATE: August 14, 1979

FROM: DON ADAMS
Project Development Manager

NOTED
E. S. HUNTER

SUBJECT: N. Tigard Interchange/Beef Bend Road
Pacific Highway West (99W) - Tigard TSM
Noise Study Report

Attached is a resolution of the Tigard City Council requesting ODOT to pursue the noise mitigation at St. Anthony's School

We would like to proceed according to the direction of the resolution.

po

cc: Ed Hardt
Walt Hart
M.J. Klotz
K.D. Limbocker
J.D. McClure

RECEIVED
TECHNICAL SERVICES
AUG 17 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
ENVIRONMENTAL SECTION
AUG [illegible] 1979
Referred to ✓ Manager ✓
Proj. Coord. Res. Coord.
Eng. Coord. ✓ Adm. Asst
Sec. File ✓

RECEIVED
ENVIRONMENTAL SECTION

4

CITY OF TIGARD, OREGON

RESOLUTION No. 79-83

A RESOLUTION OF THE TIGARD CITY COUNCIL REQUESTING THE OREGON DEPARTMENT OF TRANSPORTATION TO PURSUE THE NOISE MITIGATION AT ST. ANTHONY'S SCHOOL.

WHEREAS, the Tigard City Council has been requested by St. Anthony's School to instruct the Oregon Department of Transportation to pursue the noise mitigation at said school; and

WHEREAS, the Tigard City Council wishes to have the project started at the earliest possible date;

NOW, THEREFORE,

BE IT RESOLVED BY THE TIGARD CITY COUNCIL THAT:

Section 1: The Oregon Department of Transportation is hereby directed to pursue the noise mitigation at St. Anthony's School by conducting a structure inspection to determine how to reduce the noise and go to bid as soon as possible.

Section 2: The City's share of the cost of mitigation will be 15% of the total and the City will provide the local match for the project.

PASSED: This 1 day of August, 1979.

Mayor

ATTEST:

Recorder

FRANCISCAN FRIARS

PHONE: 639-4179 AREA 503

Saint Anthony's Church
9905 S. W. McKENZIE STREET
TIGARD, OREGON 97223

August 2, 1979

Tigard City Council
12420 SW Main
Tigard, Oregon

Gentlemen:

This letter comes to you to inform you that St. Anthony's School/Parish want to participate in the noise mitigation project at St. Anthony's School.

We understand that we will provide the 14 or 15% of the funds necessary to complete the project. If bids are too high we reserve the right to reject all bids.

Thank you for your consideration.

Sincerely yours,

Rev. Vincent J. Mesi OFM

Rev. Vincent J. Mesi, OFM
Pastor

34-1968

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-7437

July 16, 1979

RECEIVED
ENVIRONMENTAL
SECTION
JUL 17 1979

Referred to
Proj. Coord.
Eng. Coord. ✓
Sec.
Manager
Res. Coord.
Adm. Asst.
File ✓

Cc: E.S. Hunter
J.H. Vensteeg

Mr. Raeldon Barker
City Administrator
City of Tigard
12420 SW Main Street
Tigard, OR 97223

Subject: N. Tigard - Beef Bend Road
Tigard TSM
Noise Study Report

Dear Mr. Barker:

Attached are two (2) copies of the "Noise Study Report" on the subject project. The report is forwarded to you for city concurrence or other recommendations.

The report recommends no mitigation on the project, although there are several minor violation areas. One of the violation areas is the noise mitigation at the school. The high cost of mitigation ($46,000) plus the fact that the project will reduce noise levels by 1 dba is judged to out-weigh the benefits of mitigation. No mitigation is recommended.

ODOT's policy on state highways, is to not recommend noise mitigation in areas where only minimal benefits can be achieved. If the city concurs in ODOT's recommendation, a memo to this office would be sufficient. If the city feels that mitigation would be benefical, this should be via a City Council resolution, as the city is providing the local match for the project.

The draft of a study report has not been released to the public or to the school studied in this report. Following the city's recommendations, a final noise study report will be prepared and will be available for public review. Since the project is scheduled for advertising next month, with bid letting in September, your recommendation is necessary as soon as possible.

RECEIVED
TECHNICAL SERVICES
JUL 1 [illegible]
REFER TO
TO

Ron Kleinschmit
Ron Kleinschmit
Project Coordinator

RK:sb

Attachment

b.c.c. D.R.Adams J.D.McClure J Kaiser
M.J. Klotz G.Potter T.Loeber

Form 734-3122

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
June 7, 1979
Salem, OR 97310

Tony

FROM: Tony George, Engineering Coordinator
Environmental Section

SUBJECT: N. Tigard Int.-Beef Bend Rd.
Pacific Hwy. West (99W)
Washington County

TO: E. S. Hunter
Asst. State Highway Engineer

J. H. Versteeg
Head of Engineering

Gary A. Potter, Manager
Environmental Section

Attached is our preliminary noise study report on the subject project. As you will note, this project is unique in that it is a TSM (transportation systems management) project and the design year is only five years in the future. Even so, the project does cause noise impacts due to increased speeds in some areas, generated by the interconnecting of all the traffic signals.

The evaluation of impacts and mitigation is covered in sections, starting on page 9. In all, only two areas were recommended for mitigation--receptors 3, 4, 5, and 6 (Figure 2) and the St. Anthony School (receptor 7, figure 3). I concur with the recommended mitigation, except that I think only the mitigation at the school should be incorporated into this project. I feel that the $46,000 estimated cost of sealing windows and providing ventilation is justified in light of the fact that five classrooms are affected, each being at least 8 dBA above the FHWA design noise levels with the windows open. Sealing the windows would also have a side benefit of lowered carbon monoxide and lead levels in the classrooms (specific levels were not determined).

While I concur that mitigation at receptors 3, 4, 5, and 6 is feasible and cost effective, I believe that the mitigation would most appropriately be incorporated into a future guardrail replacement or bridge repair project. In this manner, all guardrail could be replaced with concrete shoulder barriers at the same time--maintaining the visual continuity of the bridge approaches. Therefore, I recommend that the Design Section incorporate mitigation into a future project as convenient and appropriate.

As this is a preliminary report, we will make changes as necessary to incorporate new data and to relect your final decision. We will complete the processing of the report after your review. This project is scheduled for contract letting on July 26, 1979.

RECEIVED
TECHNICAL SERVICES
JUN 8'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

AJG:lb

Attachment

PRELIMINARY ONLY
SUBJECT TO CHANGE

DRAFT NOISE STUDY REPORT

For

North Tigard Interchange - Beef Bend Rd.
Pacific Highway West (99W)
Washington County

Prepared by:
Tim Thex, Sr. Environmental Engineer
Oregon Department of Transportation
May 1979

PROJECT KEY MAP

Location of Receptors on project (Designated figures are found in appendix to this report)

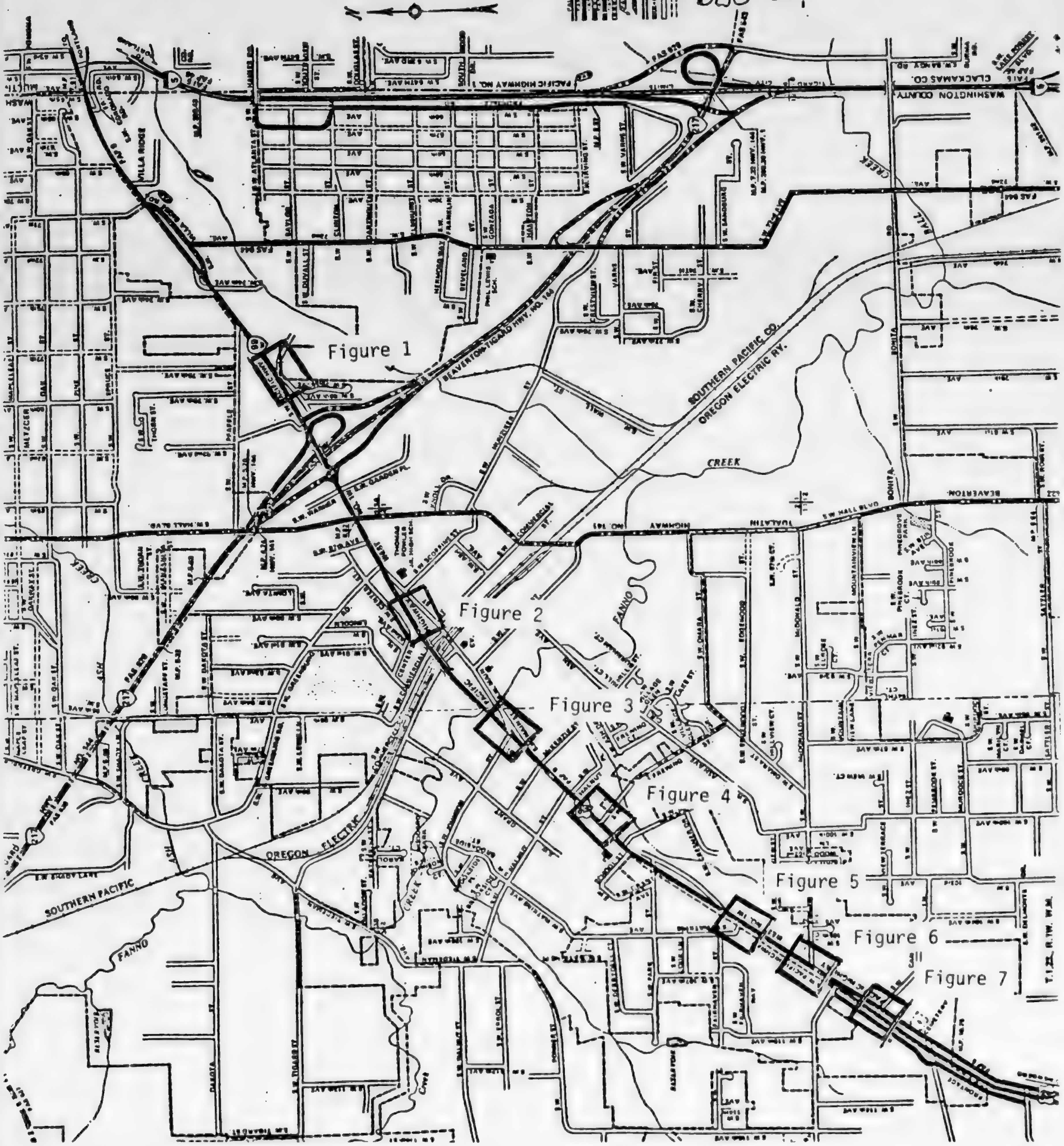


Figure 1
Figure 2
Figure 3
Figure 4
Figure 5
Figure 6
Figure 7
PACIFIC HIGHWAY NO.
WASHINGTON COUNTY
CLACKAMAS CO.
BEAVERTON-TIGARD HWY. NO. 144
SOUTHERN PACIFIC CO.
OREGON ELECTRIC RY.
SOUTHERN PACIFIC
OREGON ELECTRIC
CREEK
FANNO
BEAVERTON
TUALATIN
HIGHWAY
S.W. HALL BLVD.
BONITA
TIGARD
WASHINGTON COUNTY, OREGON
LEGEND

NOISE STUDY REPORT

North Tigard Int. - S.W. Beef Bend Road

PROJECT DESCRIPTION

Highway 99W is a principal arterial which is a major north-south connection between cities of the Willamette Valley. While its functions have been partially taken over by I-5, 99W remains significant as a commercial route and as a recreational route to the Oregon Coast from Portland. Rapid urban development southward from Portland has created heavy traffic volumes with large amounts of cross street activity.

The purpose of this project is twofold: (1) To improve traffic flows and control conflicts between through and local traffic; (2) To improve capacity and safety by reducing left turn conflicts. Accident rates on some sections within the project area are nearly three times those of comparable highways. Also, citizen complaints about not being able to turn left onto 99W from unsignalized cross streets indicate that there is a significant problem.

A TSM (Transportation Systems Management) system is recommended as an interim solution for a 5-year period. Five new signals (S.W. 69th Ave., Phaffle St., Walnut St., Park St., and the Hwy. 217 northbound exit ramp terminal) would be installed. The sixteen signals within the project would be interconnected and synchronized. The existing medians in the vicinity of Hall Blvd. and Greenburg Road would be overlayed and restriped of time, would contain the same acoustic energy as the time-varying sound level during the same time period.

Noise levels were predicted for both the peak automobile hour and the peak truck hour. Maximum noise levels were predicted to occur during the peak automobile hour, as a result of higher traffic volumes. Seventeen sensitive receptors (as defined in FHWA Activity Category B, Figure 1) fronting Highway 99W were predicted to exceed the design noise level of L_{eq} 67 dBA in design year 1985. A description of the receptors and their predicted noise levels are given in Tables 1 and 3. The existing L_{eq} 67 contour varies from 105 feet to 250 feet. The predicted 1985 L_{eq} 67 contour varies from 130 feet to 220 feet for the Build Alternative, and from 80 feet to 250 feet for the No-Build Alternative.

Traffic predictions were computed by the ODOT Metropolitan Traffic Analysis Unit in December 1978. Travel speeds were obtained from a 1977 speed and delay study conducted by the Columbia Region Association of Governments (CRAG). Traffic data used in the predictions is presented in Table 2.

NOISE MEASUREMENTS

Noise measurements were taken at St. Anthony School in March 1979. The purpose of the measurement was twofold. First, it documented the relationship between indoor and outdoor noise measurements at the school. Second, it helped to establish the validity of the model.

to gain a continuous southbound curb (third) lane. Curb radii would be lengthened at Hall and Greenburg intersections with Highway 99W. Greenburg Road would be restriped to three lanes at its intersection with Highway 99W. Walnut Place would be realigned at its intersection with Walnut Street and Highway 99W. This project is classified as Type 1-B in FHPM 7-7-3. A Type I-B project is one with uncontrolled access.

LAND USE

The project area is composed primarily of high density commercial establishments. High volume businesses such as restaurants, auto service, shopping centers, and commercial stores, comprise about 55% of the properties. Small volume businesses, motels, apartments, schools, churches, and a few residences comprise the remaining 45%. Outdoor activity in the project area is limited to the school playgrounds.

Highway 99W is characterized by high truck volumes, with the peak truck hour occurring between 9 and 11 a.m. Truck percentages during the peak automobile hour are 5 percent of the volume.

NOISE ANALYSIS

Noise levels for the subject project were predicted using methodology presented in the FHWA traffic noise prediction model (FHWA-RD-77-108). This model predicts the L_{eq}, or the equivalent steady state sound level which, in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same time period.

Noise levels were predicted for both the peak automobile hour and the peak truck hour. Maximum noise levels were predicted to occur during the peak automobile hour, as a result of higher traffic volumes. Seventeen sensitive receptors (as defined in FHWA Activity Category B, Figure 1) fronting Highway 99W were predicted to exceed the design noise level of L_{eq} 67 dBA in design year 1985. A description of the receptors and their predicted noise levels are given in Tables 1 and 3. The existing L_{eq} 67 contour varies from 105 feet to 250 feet. The predicted 1985 L_{eq} 67 contour varies from 130 feet to 220 feet for the Build Alternative, and from 80 feet to 250 feet for the No-Build Alternative.

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NOISE MEASUREMENTS

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FIGURE 1

FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL STANDARDS

	Design Noise Levels - dBA L_{eq} (h)	 L_{10} (h)	Description of Activity Category
A.	57 (Exterior)	60 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B.	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C.	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D.	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

TABLE 1

Impacted Sensitive Receptors
Tigard TSM

No.	Desc.	Dist. From ℄	Direction From 99 W	Remarks
1	Res	100'	East	So. of Burger Boy Drive-In between Phaffle & 217
2	Res-Off.	105'	West	Comb. office-residence of Oregon Trail Motel, no. of 217
3	Res	120'	West	So. of Greenburg Road 30' below ℄ grade
4	Res	140'	West	So. of Greenburg Road 30' below ℄ grade
5	Res	165'	West	So. of Greenburg Road 30' below ℄ grade
6	Apt	150'	West	So. of Greenburg Road 30' below ℄ grade
7	Sch	82'	West	St. Anthony School across st. from 99W-Main intersection
8	Res	50'	East	Two-story structure no. of Frewing, address 12900
9	Res	65'	East	Two-story structure no. of Frewing, address 13000
10	Res	45'	East	Two-story structure no. of Frewing, address 13020
11	Sch	75'	West	Chas. F. Tigard School-Admin. office in front-School Ave.
12	Apt	82'	East	Camela Apts. across from Watkins
13	Res	75'	West	Two-story structure directly no. of car lot by MacDonald
14	Res	83'	West	Two-story structure 2nd house no. of car lot by MacDonald
15	Apt	NB ℄ 75'	East	Maple Tree Apts. so. of Canterbury St.
16	Res	70'	West	No. of Chas. F. Tigard School
17	Res	75'	West	Directly south of Hudson Bros. Gas on Watkins

TABLE 2

Tigard TSM (Highway 99W)

Traffic Volumes used in Noise Predictions

Receptors	Year	Alter.	Autos	Med. Trucks	Heavy Trucks	Speed
1, 2	1978	Existing	2960	0	123	25
1, 2	1985	Build	3072	0	128	35
1, 2	1985	No-Build	3072	0	128	23
3,4,5,6,7	1978	Existing	2510	0	105	34
3,4,5,6,7	1985	Build	2784	0	116	35
3,4,5,6,7	1985	No-Build	2784	0	116	39
8,9,10,11,16	1978	Existing	2587	0	108	41
8,9,10,11,16	1985	Build	2688	0	112	35
8,9,10,11,16	1985	No-Build	2688	0	112	39
12,13,14,17	1978	Existing	2208	0	92	27
12,13,14,17	1985	Build	2554	0	106	35
12,13,14,17	1985	No-Build	2554	0	106	27
15	1978	Existing	1651	0	69	27
15	1985	Build	1920	0	80	35
15	1985	No-Build	1920	0	80	27

TABLE 3

L_{eq} Levels During Peak Hour
(Distance to L_{eq} 67 Noise Contour)

Receptor No.	Existing	1985 Build	1985 No Build
1 Res	68 (125)	70 (200)	67 (125)
2 Res-Office	68 (125)	70 (200)	67 (125)
3 Res	69 (180)	69 (200)	70 (250)
4 Res	68 (180)	69 (200)	69 (250)
5 Res	67 (180)	68 (200)	69 (250)
6 Apt	68 (180)	68 (200)	69 (250)
7 Sch	70 (180)	71 (200) ✓	72 (250) ✓
8 Res	74 (250)	73 (220)	74 (250)
9 Res	74 (250)	73 (220)	74 (250)
10 Res	74 (250)	73 (220)	74 (250)
11 Sch	72 (250)	71 (220) ✓	72 (250) ✓
12 Apt	68 (100)	70 (200)	68 (125)
13 Res	68 (100)	71 (200)	68 (125)
14 Res	68 (100)	71 (200)	68 (125)
15 Apt	67 (80)	70 (130)	68 (80)
16 Res	72 (250)	71 (220)	72 (250)
17 Res	68 (100)	71 (200)	68 (125)

Separate measurements were taken with the school windows open and closed. The results of the measurements and traffic conditions monitored during the measurements are summarized in the following table.

TABLE 4

St. Anthony School Noise Measurements
Difference Between Indoor and Outdoor Measurements

	Autos	Med. Trucks	Heavy Trucks	Speed	Dist. to ℄ (from outside mic.)	Measured L_{eq} (Outdoor)	Measured L_{eq} (Indoor)
Windows Open	2714	64	39	35	65	71	60
Windows Closed	2703	87	67	35	65	71	49

Traffic conditions occurring at the time of the measurements were then modeled and compared to the measured noise levels. The comparisons are listed in the following table.

TABLE 5

St. Anthony School Noise Measurements
Measured Noise Levels vs. Predicted Noise Levels

	Measured L_{eq} (outside microphone)	Predicted L_{eq} (outside microphone)	Difference
Measurement 1 (windows open)	71 dBA	70 dBA	+1
Measurement 2 (windows closed)	71 dBA	71 dBA	0

Because the measured data compares so favorably with the predicted data, it can be assumed that the FHWA noise model is valid with no adjustments.

MITIGATION EVALUATION

Receptors 1 and 2 (Figure 1): These receptors are located on the northerly end of the project, north of the 217 Interchange. Receptor No. 1 is a single family dwelling beside the Burger Boy Drive In, and Receptor No. 2 is the office-residence combination of the Oregon Trail Motel.

Noise levels at these receptors are predicted to be L_{eq} 70 dBA for the 1985 Build Alternative, and L_{eq} 67 dBA for the No Build Alternative. Both receptors have driveway access onto Highway 99. An effective barrier could not be constructed without blocking their access. For this reason, no mitigation will be recommended.

Receptors 3, 4, 5, and 6 (Figure 2): These receptors are located at the bottom of a fill slope between the Highway 217 Interchange and the Southern Pacific Railroad Overcrossing. They are all private residences. The receptors do not receive any significant noise contribution from the railroad.

Predicted noise levels at the receptors range from L_{eq} 68 dBA to L_{eq} 69 dBA for the Build alternative. Corresponding predicted noise levels for the No Build alternative are 1 dBA higher. Federal design noise levels would be exceeded for either alternative.

A 3-foot concrete shoulder barrier, 1000 feet in length, from Station 73+00 to 82+80 Rt. would effectively break the line of sight between the roadway and the receptors in this area. Noise levels would be reduced by 2 or 3 dBA. This reduction would result in attainment of Federal design noise levels. Estimated construction cost is $22,000. This includes the cost of removing the old guardrail.

This type of shoulder barrier is commonly used on highway projects for safety purposes. The only adverse effect of the mitigation measure would be the inconsistency in the two types of shoulder barrier on the north end of the bridge. This barrier is recommended for inclusion in the project plans.

Receptors 7 (Figure 3) and 11 (Figure 4):

These receptors are the two schools that are situated within the project area. St. Anthony School is located at the intersection of Highway 99W and Main Street. Charles F. Tigard School is located at the intersection of Highway 99W and School Avenue.

Noise measurements were taken at St. Anthony School in March 1979. The results of these measurements are detailed in the NOISE MEASUREMENTS section of this report.

St. Anthony School is a single story brick structure, approximately 150 feet in length and 110 feet in width with four classrooms facing Highway 99W. The measured wall attenuation is 10 dBA with windows open, and an additional 11 dBA with windows closed. By applying these values to projected exterior noise levels, the resulting interior noise levels in design year 1985 would be L_{eq} 60 dBA with the windows open, and L_{eq} 49 dBA with the windows closed. The open window condition exceeds Federal interior design noise levels of L_{eq} 52 dBA for receptors of this type. Permanently closing the windows would result in attainment of Federal interior design noise levels.

If the windows were permanently closed, an adequate ventilation system would have to be provided. FHWA funding is allowed for architectural mitigation to public institutional buildings exceeding design noise levels for FHPM 7-7-3 Activity Category E. Estimated cost for sealing the windows and installing a ventilation system is $46,000. This cost is based on data on hand. Obviously, a close inspection of the building would be necessary to determine unexpected problems.

Sealing the windows and providing an adequate ventilation system is the only feasible form of mitigation at this school. There is not room for a barrier or berm between the school and Highway 99W because the face of the building is only 50 feet from the edge of the southbound travel lane of Highway 99W. Permanent sealing of the windows and providing a ventilation system for the school is recommended for inclusion in the project plans.

Mitigation at Charles F. Tigard School was not investigated. All classrooms are going to be moved to the rear of the building next school year. Administration offices are scheduled to occupy the front portion of the building facing Highway 99W. This will provide sufficient shielding so that Federal interior design noise levels in the classrooms will not be exceeded.

Receptors 8, 9, 10, 13, 14, 16, and 17 (Figures 4, 5, and 6): All of these receptors are private residences located adjacent to Highway 99W in commercial areas. Each of these receptors have driveway access onto Highway 99W. The commercial establishments in this area also have access onto Highway 99W. Any type of wall or berm would be unfeasible because it would block the accesses.

Predicted noise levels are L_{eq} 74 dBA for the Build Alternative and L_{eq} 73 dBA for the No build Alternative. The timed signal progression regulates traffic speeds in this section such that travel speeds are lower for the Build Alternative than for the No Build Alternative. The predicted L_{eq} level is lower as a result of the lower speeds.

Due to the lower noise levels for the Build Alternative and the unfeasibility of barriers in this area, no mitigation will be recommended.

Receptor 12 (Figure 5): This receptor is the Camela Apartments located directly north of the intersection of Highway 99W and Watkins Avenue. Predicted noise levels for the Build

Alternative are L_{eq} 70 dBA, while predicted noise levels for the No-Build Alternative are 68 dBA. The first three units of the apartment complex will exceed Federal design noise levels for the Build Alternative, while only the first unit will exceed Federal design noise levels for the No Build Alternative.

An effective barrier could not be constructed along either Highway 99W or Watkins Avenue without blocking access to the apartments. For this reason, no mitigation will be recommended at the apartments.

Receptor 15 (Figure 7): This receptor is the Maple Tree Apartments located east of Highway 99W directly south of Canterbury Street. Predicted noise levels are L_{eq} 70 dBA for the Build Alternative and L_{eq} 68 dBA for the No Build Alternative.

These apartments are situated on top of a cut slope about 30 feet higher than the roadway. An extensive view of the valley is visible from the apartments. A dense growth of trees exists along the highway right-of-way.

Mitigation to the first floor of the apartments would be possible, but it is believed that the adverse impacts (loss of view and removal of trees) would outweigh the positive effects of noise level reduction. For this reason, no mitigation will be recommended.

The mitigation measures discussed in this section are summarized in Table 6.

TABLE 6

Mitigation Recommendations

Receptor Nos.	Total No. of Receptors	L_{eq} Level Without Mitigation	L_{eq} Level With Mitigation	Type of Mitigation Recommended	Total Cost	Cost/dBA/ Dwelling Unit
3, 4, 5, 6	4	68-69	65-66	3' Concrete shoulder barrier (980 Lin.Ft.)	$22,000	$1840
7	N/A (School)	61(Interior)	50(Interior)	Sealing windows and providing a ventilation system	$46,000	N/A

ALTERNATE ABATEMENT MEASURES

Other abatement measures were investigated for reducing noise levels on the project area. Time restrictions and prohibition of certain vehicle types (trucks) were considered impractical due to the highly commercial nature of the project area. Modification of speed limits was considered impractical because such an action would be inconsistent with the overall purpose of the project. Any exclusive lane designations or other traffic control devices would not be feasible in this area.

CONSTRUCTION NOISE MITIGATION

As the primary construction of this project would involve the installation and synchronization of traffic signals, construction noise will be minimal. During the few periods of heavy construction where adverse noise conditions will be created, time restrictions will be placed upon the contract to prevent construction noise during quiet periods.

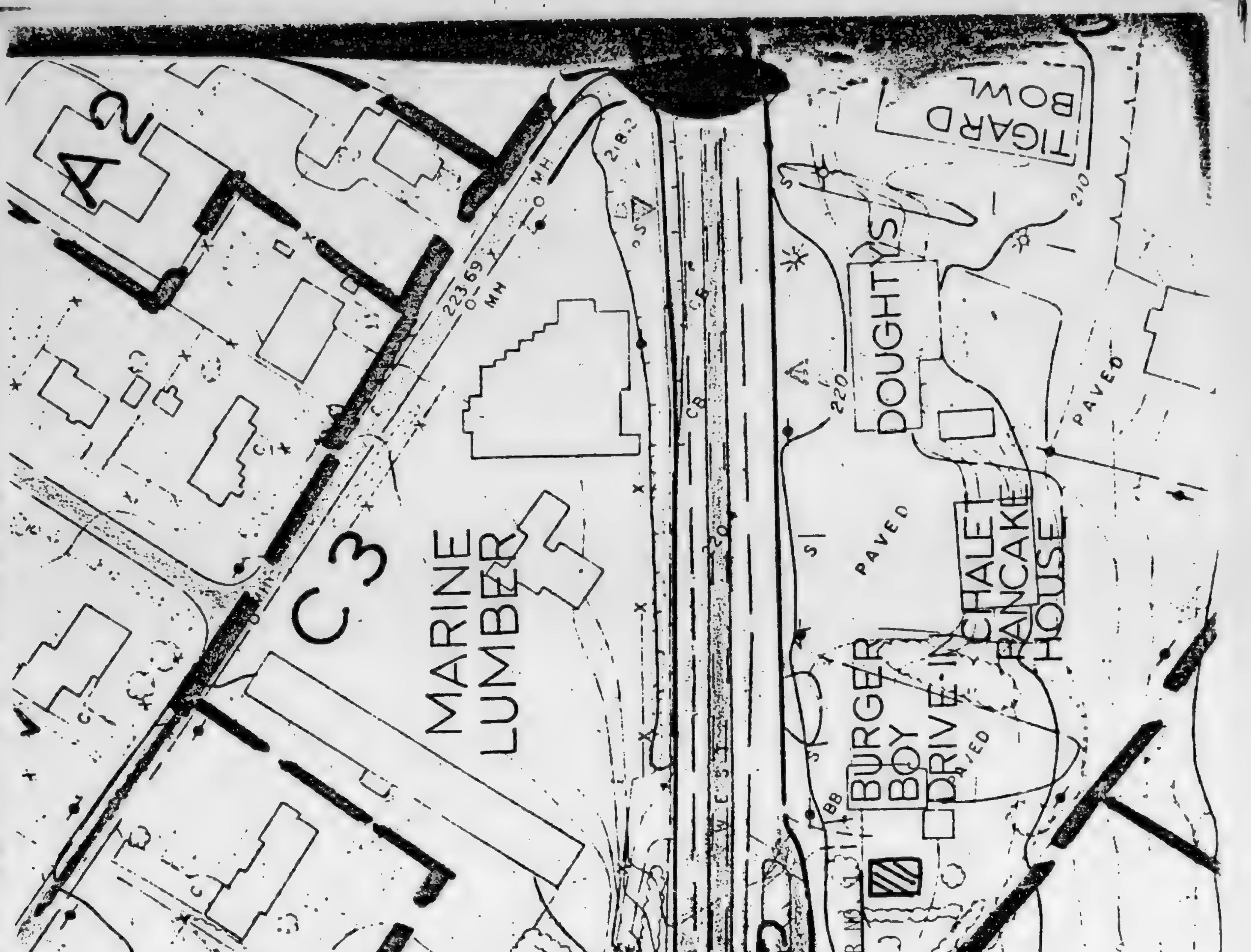
Operating time restrictions will be imposed on construction activities within 1,000 feet of an occupied dwelling unit, between the hours of 10 p.m. and 7 a.m. and during all hours on Sunday and legal holidays. Exception to these time restrictions may be granted by the resident engineer.

COORDINATION WITH LOCAL OFFICIALS

A copy of this report as well as a copy of th FHWA policy regarding land use development will be forwarded to Washington County and the City of Tigard. These reports will assist local jurisdictions in land use planning for both developed and undeveloped properties in the immediate vicinity of the project. The information contained herein can be used by local communities to protect future land development from becoming incompatible with anticipated highway noise levels.

APPENDIX

LOCATION OF RECEPTORS ON PROJECT



TIGARD BOWL
DOUGHTY'S
CHALET PANCAKE HOUSE
BURGER BOY DRIVE-IN
MARINE LUMBER
C3
A2
A2
RU 4
OREGON TRAIL MOTEL
PAVED
PAVED
PAVED
RECEPTOR NO 2
RECEPTOR NO 1
1800
1800
210
220
240
223.69
MH
MH

Figure 1

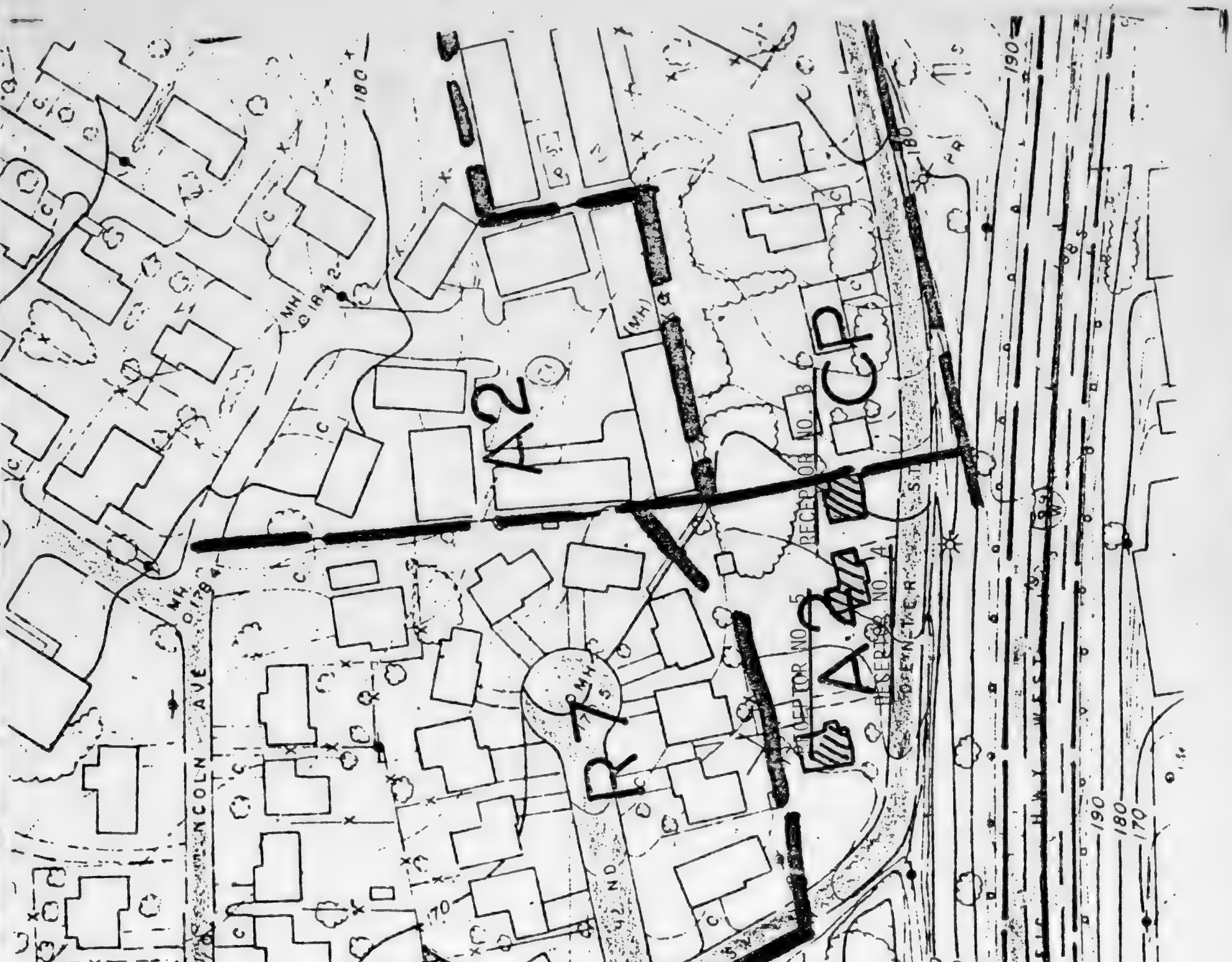

A2
CP
R7
A2
A2
R7
RECEPTOR NO. 3
RECEPTOR NO. 4
RECEPTOR NO. 5
RECEPTOR NO. 2
LINCOLN AVE
S.W. 42 ND
PACIFIC HWY WEST
TIGARD
180
190
170
MH

Figure 2

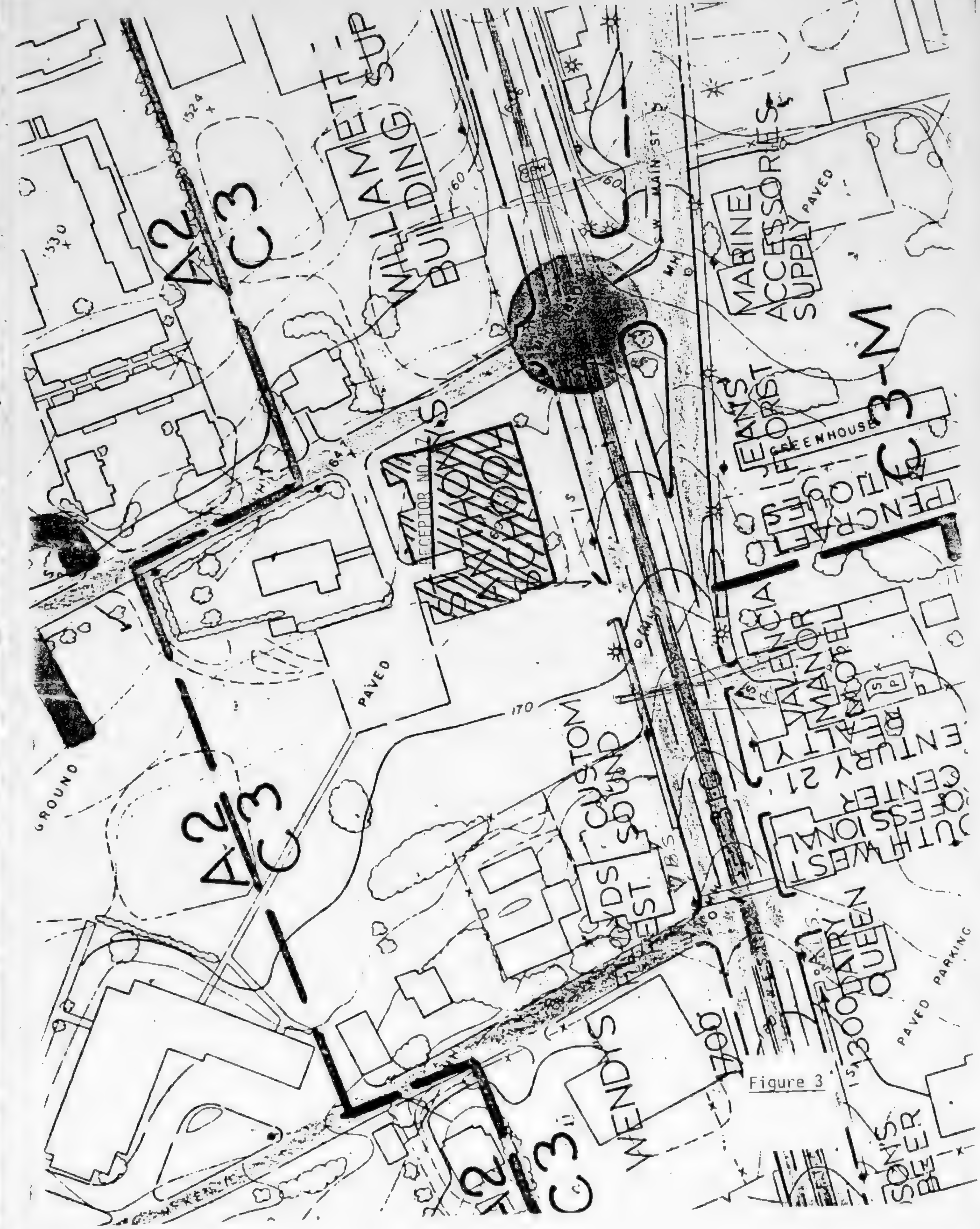

A2
C3
WILLAMETTE BUILDING
SUP
1530
1524
160
164
170
S.W. MAIN ST
M.H.
MARINE ACCESSORIES SUPPLY
PAVED
JEAN'S FLORIST
GREENHOUSE
C3-M
RECEPTOR NO. 1
PAVED
GROUND
CUSTOM SOUND
WENDY'S
700
800
DAIRY QUEEN
CENTURY 21
SOUTHWEST PROFESSIONAL CENTER
PAVED PARKING

Figure 3

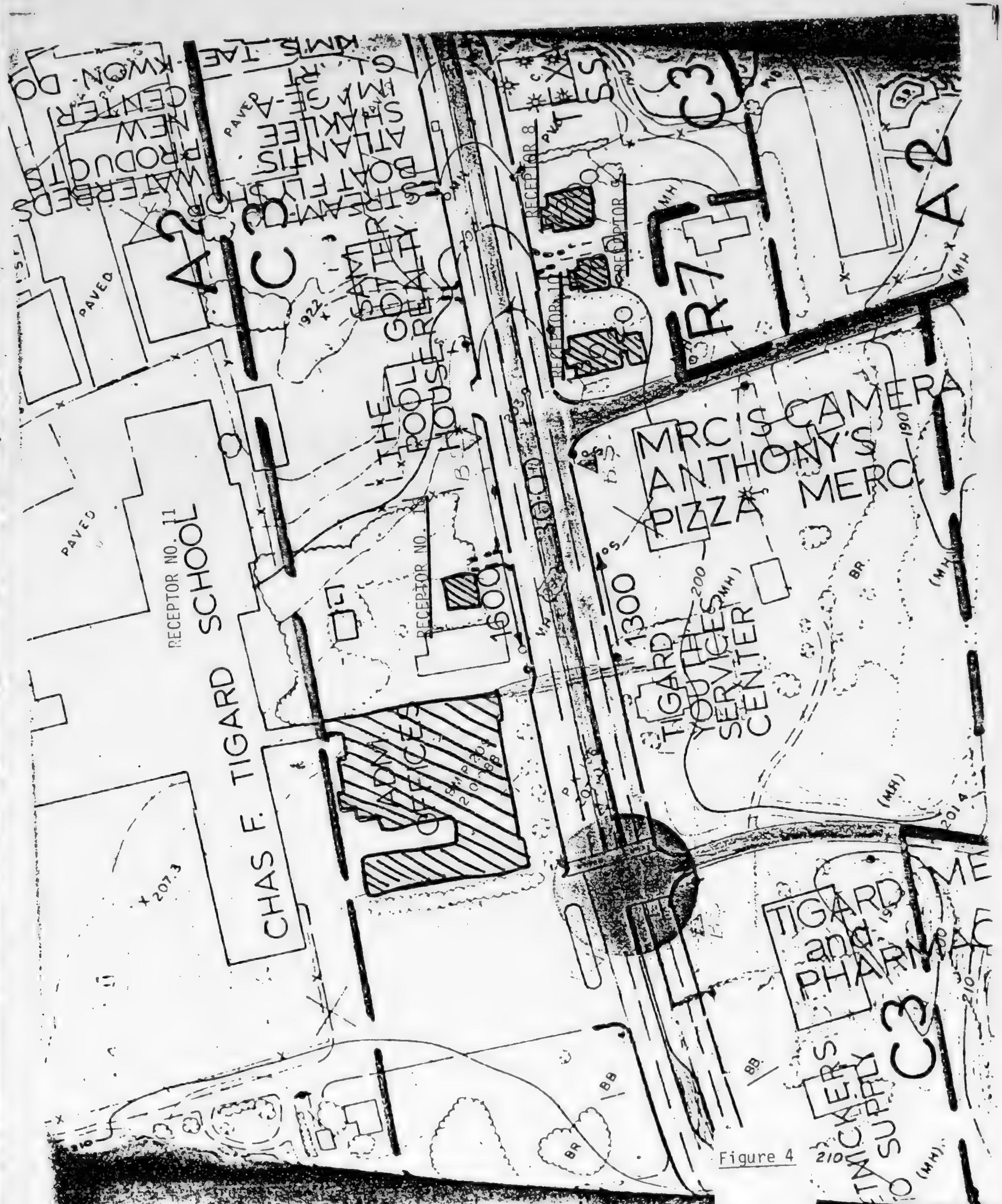

CHAS F. TIGARD SCHOOL
RECEPTOR NO. 11
PAVED
207.3
ADM OFFICES
RECEPTOR NO.
THE POOL HOUSE
SAM GOTTER REALTY
1600
1300
A2
C3
R7
RECEPTOR 8
RECEPTOR 9
RECEPTOR 10
MRC'S CAMERA
ANTHONY'S PIZZA
MERC
TIGARD YOUTH SERVICES CENTER
TIGARD ME
and PHARMAC
TICKER'S SUPPLY
BB
BR
(MH)
210
WATERBEDS
NEW PRODUCTS CENTER
ATLANTIS BOAT
SHAKLEE
KIM'S TAE KWON DO

Figure 4

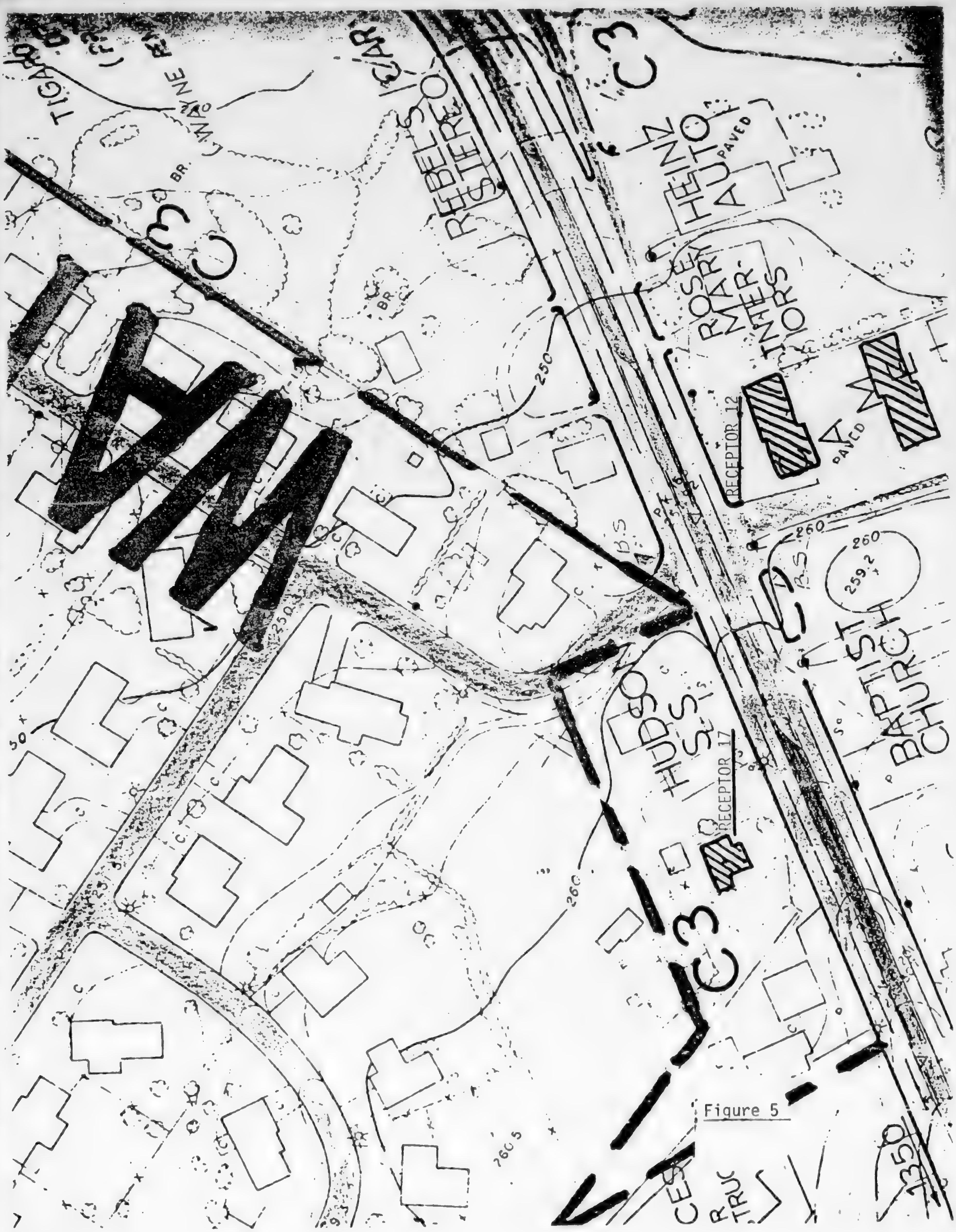

TIGARD
WAYNE
CAR
REBEL'S STEREO
C3
HEINZ AUTO
PAVED
ROSE MARY INTERIORS
RECEPTOR 12
PAVED
BR.
C3
WA
250
250
260
260
B.S.
B.S.
259.2
BAPTIST CHURCH
HUDSON S.S.
RECEPTOR 17
C3
260
260 S
350

Figure 5

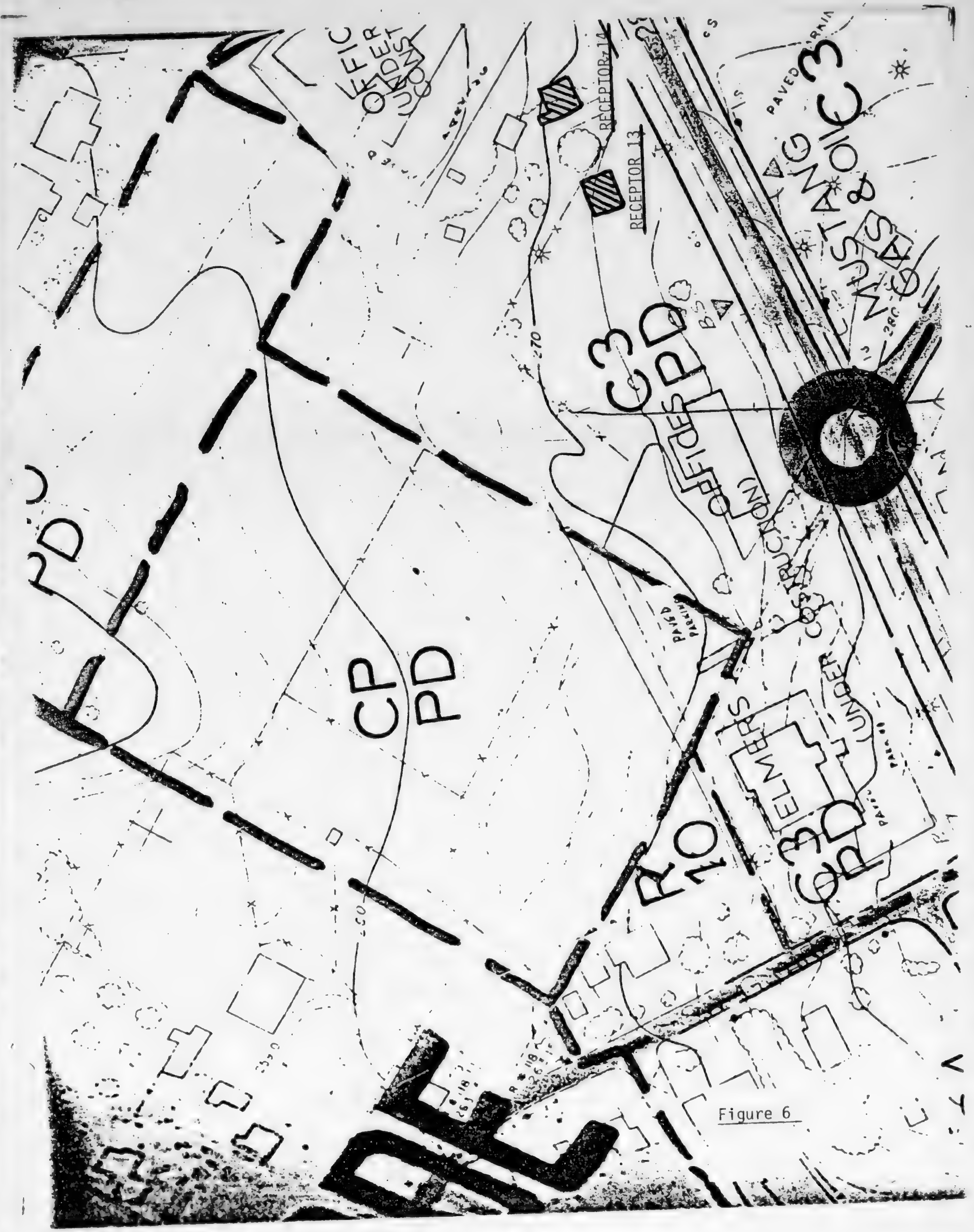

OFFICE UNDER CONST
RECEPTOR 14
RECEPTOR 13
PAVED PARKING
C3
MUSTANG GAS & OIL
C3 PD
OFFICES (UNDER CONSTRUCTION)
CP PD
PD
R 10
ELMERS (UNDER CONSTRUCTION)
C3 PD
PAVED PARKING
270
280

Figure 6

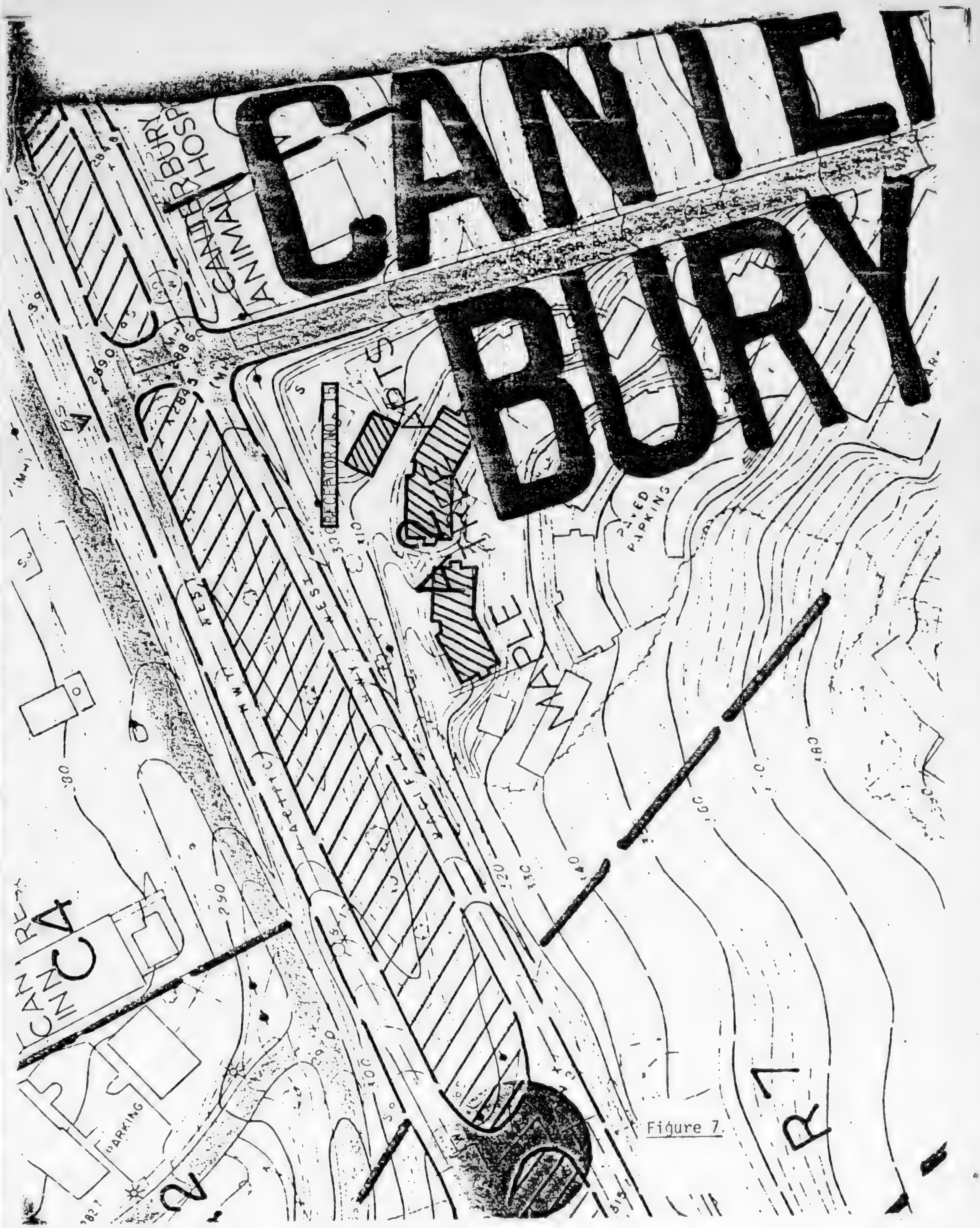

CANTERBURY
CANTERBURY ANIMAL HOSP
RECEPTOR NO. 15
PAVED PARKING
PARKING
CANTERBURY INN
C4
R7
2
WEST
PACIFIC HWY
290
280
300
310
320
330
140
160
180

Figure 7.

1980 Division St. NE - Trade 9129
St. Sec. of Front St. Salem
(illum. & Sig.) #2

Smead
No. 2-152-5L
HASTINGS, MN
[illegible]ELES-CHICAGO-[illegible]
McGREGOR, TX-LOCUST GROVE [illegible]
U.S.A.

CYA 6119 5-19-80

REPORT OF DISMISSAL

L- 8523

R- NONE

Reported to Commission: November 1986

Defendants: EOFF ELECTRIC CO. v. CITY OF SALEM & ODOT

Section: Not Applicable

Highway: Not Applicable County: Marion

Date Complaint Filed: ODOT Codefendants with City of Salem

REMARKS: SEE CLOSING REPORT (DISMISSED PER JUDGE) Case originally disposed of by Motion for Summary Judgment. Appeal was taken which ~~was~~ resulted in the trial court decision being affirmed.

Signature of Attorney

John H McCulloch

Concurrence of Chief Counsel

cc: John McCulloch
~~J. B. Boyd~~
~~M. M. Mano~~
~~Adele Ryan~~
Region Engineer

John R. McCulloch, Jr.
Chief Trial Counsel

August 18, 1986

Robert A. Petersen
Assistant Attorney General

EOFF Electric Co., and Joseph Eoff v. City of Salem and the
Oregon State Department of Transportation
Court of Appeals CA A36458

CLOSING REPORT

I have been monitoring the above-entitled file. Originally it had been assigned to Les Hampton, and he had monitored the file through the pleading stages. Eventually Judge McConnville submitted an order dismissing the claim. It was appealed by EOFF and assigned to Appellate. The Order of the trial court was affirmed. The file may now be closed.

RAP/eo

cc: Bruce Boyd
Kendall Barnes
Bill Gary
Dave Frohnmayer

7129

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 6-24	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County MARION
PROJECT REPORT NUMBER		Project Number IX-1705(3)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 20, 19 80.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,504,225	$ 5,368,412
Federal funds	$ 4,675,000	$ 4,563,148.26
Other revisions		

This modification is made for the following reasons: To release excess funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible], 19

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XX FOR: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   MAY 29, 1986

FEDERAL AID PROJECT NO. IX-1705(3)

DIVISION ST. N.E.-TRADE ST. S.E. (SALEM)
FRONT STREET, SALEM
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

~~(To Add Third Contract)~~

TYPE CODE 6204
ROADWAY (Sta. 17+50 thru. Eq. 62+61.40 bk. = Sta. 0+84 to Sta. 13+75)
(Contract #9101)

Contract Amount	$4,206,262.00

TYPE CODE Y030
ILLUMINATION (CONTRACT #9129)

Contract Amount	$ 403,626.00

TYPE CODE Y031
TRAFFIC SIGNALS (CONTRACT #9129)

Contract Amount	$ 577,992.00

TYPE CODE Y033
SIGNAL MODIFICATIONS, 2 INTERCHANGES (Contract #9569)

Contract Amount	$ 17,717.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Roadway Contract No. 9101	823	$4,206,262.00	$3,575,322.00	$630,940.00
Illumination Contract No. 9129	823	403,626.00	343,082.00	60,544.00
Traffic Signals Contract No. 9569	823	577,992.00	491,293.00	86,699.00
SUBTOTAL		$5,187,880.00	$4,409,697.00	$778,183.00
Traffic Signals	823	17,717.00	15,059.00 *	2,658.00
SUBTOTAL		$5,205,597.00	$4,424,756.00	$780,841.00
Reserve	823	162,815.00	138,392.26	24,422.74
TOTAL		$5,368,412.00	$4,563,148.26	$805,263.74

* Limited Federal Participation to $19,337.00

Group 1: 91%; Group 9: 9%
Contract No. 9101
Prefix: 324-1925
Prefix: C09101

Group 1: 100%
Contract No. 9129
Prefix: 324-1925
Prefix: C09129

Group 1: 100%; /See IX-1705(4)/
Contract No. 9569
Prefix: 324-1075(3) /Special Prefix/
Prefix: C09569

RLC:pf

9129

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

US Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-6-86

State OREGON

County MARION

Project Number IX-1705(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 20, 19 80 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,504,225	$ 5,350,695.00
Federal funds	$ 4,675,000	$ 4,548,089.26
Other revisions		

This modification is made for the following reasons: To release excess funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of June, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7 83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 29, 1986

FEDERAL AID PROJECT NO. IX-1705(3)

DIVISION ST. N.E.-TRADE ST. S.E. (SALEM)
FRONT STREET, SALEM
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6204
ROADWAY (Sta. 17+50 thru. Eq. 62+61.40 bk. = Sta. 0+84 to Sta. 13+75)
(Contract #9101)

Contract Amount $4,206,262.00

TYPE CODE Y030
ILLUMINATION (CONTRACT #9129)

Contract Amount $ 403,626.00

TYPE CODE Y031
TRAFFIC SIGNALS (CONTRACT #9129)

Contract Amount $ 577,992.00

TYPE CODE Y033
SIGNAL MODIFICATIONS, 2 INTERCHANGES (Contract #9569)

Contract Amount $ 17,717.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Roadway Contract No. 9101	823	$4,206,262.00	$3,575,322.00	$630,940.00
Illumination Contract No. 9129	823	403,626.00	343,082.00	60,544.00
Traffic Signals Contract No. 9569	823	577,992.00	491,293.00	86,699.00
SUBTOTAL		$5,187,880.00	$4,409,697.00	$778,183.00
Traffic Signals	823	17,717.00	15,059.00 *	2,658.00
SUBTOTAL		$5,205,597.00	$4,424,756.00	$780,841.00
Reserve	823	145,098.00	123,333.26	21,764.47
TOTAL		$5,350,695.00	$4,548,089.26	$802,605.74

* Limited Federal Participation to $19,337.00

Group 1: 91%; Group 9: 9%
Contract No. 9101
Prefix: 324-1925
Prefix: C09101

Group 1: 100%
Contract No. 9129
Prefix: 324-1925
Prefix: C09129

Group 1: 100%; /See IX-1705(4)/
Contract No. 9569
Prefix: 324-1075(3) /Special Prefix/
Prefix: C09569

RLC:pf

B.A

Certified to be a True and Correct Copy of the Original

DJDeMarti
Attorney for
Respondent

734

IN THE COURT OF APPEALS OF THE STATE OF OREGON

EOFF ELECTRIC CO., and)
JOSEPH EOFF,)
)
Plaintiffs-Appellants,)
)
vs.)
)
CITY OF SALEM and the)
OREGON STATE DEPARTMENT)
of TRANSPORTATION,)
)
Defendants-Respondents.)

Trial Court No. 149,260

Appellate Court No. A36458

RECEIVED
MAY 12 1986
DEPARTMENT OF JUSTICE
SALEM

RESPONDENT CITY OF SALEM'S COST BILL

The following is a statement of costs and disbursements claimed by Respondent City of Salem, in the above-entitled case:

Filing Fee	$ 60.00
Reproduction of Respondent's Brief	11.88
Prevailing Fee (Statutory)	85.00
TOTAL	$156.88

STATE OF OREGON)
) ss.
County of Marion)

I, DAVID J. DE MARTINO, being first duly sworn, depose and say: That I am one of the attorneys for the Respondents in the above entitled action, and that the items in said statement are true and correct, and that the said disbursements have been necessarily incurred in said action as I verily believe.

/s/ David J. DeMartino
David J. De Martino, OSB #65030

SUBSCRIBED AND SWORN to before me this 9th day of May, 1986.

/s/ Joy Hicks
Notary Public for Oregon
My Commission Expires: 2/9/87

WILLIAM J. JUZA
CITY ATTORNEY
555 LIBERTY ST. S.E.
SALEM, OREGON 97301
TEL. 588-6003

CERTIFICATION OF SERVICE

I hereby certify that I served the foregoing COST BILL upon the parties below by mailing a certified true copy thereof in an envelope with postage prepaid to each of them on the 9th day of May, 1986.

Mr. Asa Lewelling
Attorney at Law
388 State Street
10th Floor Capitol Tower
Salem, Oregon 97301

Mr. James E. Mountain
Assistant Attorney General
400 Justice Building
Salem, Oregon 97310

I certify that I have my office in Salem, Marion County, Oregon.

DATED in the City and County aforesaid this 9th day of May, 1986.

/s/ David J. DeMartino
David J. DeMartino
Assistant City Attorney
OF ATTORNEYS FOR DEFENDANTS

734-970-L8523

IN THE COURT OF APPEALS OF THE STATE OF OREGON

EOFF ELECTRIC CO., and JOSEPH EOFF,

Appellants,

v.

CITY OF SALEM and the OREGON DEPARTMENT
OF TRANSPORTATION,

Respondents.

Court of Appeals Case No.: CA A36458

Trial Court Case No.: 149 260 (C)

Appeal from: Marion County Judge: Robert B. McConville

Agency Case No.:

Judicial Review from:

Date argued: April 9, 1986 Date submitted on briefs:

Before: Warden, Presiding Judge, and Van Hoomissen and Young, Judges

Attorney for appellants : Asa L. Lewelling, Salem
Respondent City of Salem David J. De Martino, Salem
Attorney for respondent : James Mountain/Robert M. Atkinson
Department of Transportation

Affirmed without opinion. Date filed: May 7, 1986

****

[ ] No costs awarded

[XX] Costs awarded to the prevailing party or parties

Prevailing party or parties: respondents

Party or parties responsible for paying costs: appellants

FILED
COURT OF APPEALS
MAY - 7 1986
STATE COURT ADMINISTRAT
By

****

[The following entries will be made when the appellate court decision is enforceable.]

It is ordered that the prevailing party or parties recover from

costs and disbursements on appeal, taxed at $, and the further sum of $ as attorney fees on appeal.

Date Supreme Court denied petition for review:

Date appellate judgment enforceable:

10/85

9129

734/970

IN THE COURT OF APPEALS OF THE STATE OF OREGON

11-26-85

EOFF ELECTRIC CO.,
and JOSEPH EOFF,

Plaintiffs-Appellants,

v.

CITY OF SALEM and the
OREGON STATE DEPARTMENT
OF TRANSPORTATION,

Defendants-Respondents.

Trial Court
No. 149 260

Appellate Court
No. A36458

BRIEF OF RESPONDENT DEPARTMENT OF TRANSPORTATION

Appeal from the Judgment of the Circuit Court
for Marion County
Honorable ROBERT B. McCONVILLE, Judge

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Transportation

R

11/26/85

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Throughway Act . . . . App A-1

TABLE OF AUTHORITIES

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Speciale v. Tektronix Inc.,
38 Or App 441, 590 P2d 734 (1979) 4

State Hwy. Comm. v. Central Paving,
240 Or 71, 299 P2d 1019 (1965) 12

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RESPONDENT'S BRIEF

STATEMENT OF THE CASE

Statement of the Case

The Department of Transportation accepts plaintiffs' statement of the case, as supplemented by the brief of defendant City of Salem.

Summary of Argument

Plaintiffs own property located on Front Street in Salem. Pursuant to the City of Salem's ("City") plan to redevelop the area, the City entered into an agreement with the Department of Transportation ("Department") to improve Front Street. The Department agreed to provide technical engineering, contracting and administrative services to the City in connection with the project. The Transportation Commission and Department also agreed that, if and when the Front Street project and several other street improvement projects were completed, Front Street and several other streets would be redesignated as the new route of State Highway 99-E. In the process of widening and improving Front Street, on-street parking was eliminated and the curb cuts in front of plaintiffs' property were replaced with curbs. Plaintiffs retain access to the same streets and alleys that they had before the closure of the curb cuts. Plaintiffs' damages, if any, arose solely from the fact that trucks can no longer back up to the loading dock, which was illegal in any event, and customers must park somewhere else.

Plaintiffs' first cause of action alleges that Front Street has been converted to a "throughway" and that the Department has an obligation to provide an access road pursuant to ORS 374.095. Plaintiffs are incorrect. Front Street is not a throughway. The statute imposes liability only where the Department has formally designated a highway as a throughway. The statute is plain and unambiguous on its face. Plaintiffs effectively concede that Front Street was not and is not now designated as a throughway. By its terms, therefore, ORS 374.095 is inapplicable and liability cannot be imposed on the state. Plaintiffs' characterization of Front Street as a *de facto* throughway is incorrect. The essential characteristic of a throughway is its limited access feature. Front Street is not a limited access highway.

The Department adopts the City's argument on plaintiffs' second assignment of error concerning inverse condemnation. Plaintiffs have failed to plead a compensable taking. Plaintiffs have no vested right to on-street parking. Plaintiffs' reliance on curb cuts across the public way for access to its loading dock creates no vested right in those curb cuts particularly where the use of the curb cuts for loading and unloading caused an illegal blockage of traffic.

ANSWER TO ASSIGNMENT OF ERROR NO. 1

The trial court did not err in dismissing plaintiffs' cause of action based on ORS 374.095 against defendant Department.

ARGUMENT

Prior to the Front Street project, Front Street was a two-lane street with two sets of railroad tracks side by side at the center of the street. The street was in a poor state of repair. After reconstruction of Front Street in October 1981, there were three lanes of traffic and a left turn lane northbound and three lanes southbound in the block facing plaintiffs' property. A landscaped median runs along the center of the street. The railroad tracks were removed from the street. (Affidavit of Van Dyke at 2).

Plaintiffs' are the owners of property on the east side of Front Street between Court and State Streets. The front wall on the west side of the buildings located on the property is flush with the east line of Front Street. The property is situated in the middle of the block and has no direct access to either State or Court Streets. There is an alley which runs parallel to Front Street at the east end of plaintiffs' building. (Second Amended Complaint, App Br A-1).

I. The sufficiency of the complaint

Plaintiffs allege that the Department has created a throughway out of the portion of Front Street in front of plaintiffs' property and that the Department is required to provide an access road for ingress and egress to the property pursuant to ORS 374.095. The trial court properly dismissed this allegation for failure to state a claim for relief.

A motion to dismiss for failure to state a claim (formerly a demurrer) tests the legal sufficiency of the cause of action pleaded. See Gray v. Hammond Lumber Co., et al, 113 Or 570, 578, 232 P 637, 233 P 561, 234 P 261 (1925); Speciale v. Tektronix Inc., 38 Or App 441, 443, 590 P2d 734 (1979). If a claim arises from a special statute creating the action, the failure to allege the necessary elements or conditions precedent in the statute creating the action, the failure to allege the necessary elements or conditions precedent in the statute renders the complaint vulnerable to a motion to dismiss for failure to state a claim for relief. See Ricker v. Ricker, Administratrix, 201 Or 416, 424, 270 P2d 150 (1954).

II. The statutory scheme

The Department's obligation to provide an access road is strictly limited to the requirements of the Throughway Act, ORS 374.005 to 374.095. A copy of the Act as codified is attached hereto as Appendix A.

When the Act was enacted in 1947, the legislature stated its policy of enhancing the safety and convenience of state highways by improving and developing a different type of roadway, a "throughway." ORS 374.005. A "throughway" is defined in ORS 374.010:

> "As used in ORS 374.005 to 374.095, 'throughway' means a highway or street especially designed for through traffic, over, from or to which owners or occupants of abutting land or other persons have no easement of access or only a limited easement of access, light, air or view, by reason of the fact that their property abuts upon the throughway or for any other reason."

An example of a designated state throughway is the Sunset Highway in Portland.

A throughway is created only by designation of the Department of Transportation. ORS 374.015(1).[1] The Department may design and construct new highways known as throughways, ORS 374.015(1), or relocate existing highways, "which at the time they are designated as throughways have less than 10 commercial businesses abutting thereon catering to the motoring public in any one mile of such existing highway." ORS 374.015(2).

The limited access nature of throughways incorporates a statutory remedy for loss of ingress or egress to abutting agricultural, ORS 374.085 - .090, and other property, ORS 374.095, due to the conversion of an existing highway into a throughway. Plaintiffs seek relief under ORS 374.095, which provides:

> "If under ORS 374.005 to 374.095 any existing highway or section of existing highway is converted into a throughway, by reason thereof real properties then occupied and used are affected and such abutting real properties are dependent upon the existing highway or section of highway for ingress and egress, the Department of Transportation shall provide a utility or service road to serve the properties. This utility or service road shall be constructed and maintained by the state at state expense and shall follow a location or route immediately parallel to and adjoining the throughway. After the service or utility road has been constructed the abutting land owner's right of reasonable view shall not be impaired."

---

[1] In some circumstances not relevant here, a county may designate a county road as a throughway. ORS 374.420. Such action by the county, however, similarly requires a formal designation. ORS 374.420(3).

III. Front Street is not a throughway

The fundamental element for stating a claim for relief under ORS 374.095 is the existence of a throughway. Front Street is not a throughway. A throughway is created only by designation of the Department.

Front Street is a Salem city street,[2] targeted for redesignation as State Highway 99-E upon satisfaction of the terms of the Redesignation Agreement and completion of statutory prerequisites. *See e.g., Argo Investment v. Dept. of Transportation*, 66 Or App 430, 433-34, 674 P2d 620 (1984). To prevail, plaintiffs are obligated to show that the Department had selected and designated Front Street as a throughway. Plaintiffs effectively concede that Front Street has not been designated as a throughway, but argue that it is a *de facto* throughway. (App Br 6).

IV. Front Street is not a "de facto" throughway

Plaintiffs contend that Front Street is a *de facto* throughway. That contention fails to state a claim for relief against the state. Where statutory language is clear, liability can be imposed only when the legislatively required conditions precedent have been met. See Argo Investment v. Dept. of Transportation, supra, 66 Or App at 435. Absent designation by the Department, Front Street cannot be a throughway and therefore statutory liability for establishing and maintaining a throughway cannot be imposed.

---

[2] Given the statutory limitation on designating existing highways as throughways where more than 10 commercial business abut the highway within a mile, ORS 374.015(2), it is possible that a city street like Front Street is ineligible for such designation. Examination of the maps attached to Ralph Lambert's affidavit demonstrates that downtown Salem, along its western edge at Front Street, has more than 10 commercial establishments per mile. (App Br A-17-18). In any event, Front Street has not been designated as a throughway.

Plaintiffs' reliance on design features discussed in the affidavits in support of the City's motion for summary judgment, such as central dividing sections, raised curbs, and separate roadways does not plead the existence of a throughway. The one design criterion that is essential to the existence of a throughway is its limited access feature. The uncontroverted testimony of Ralph W. Lambert, project engineer for the pertinent portion of the Front Street Project, unequivocally stated that "Front Street is not a limited access road." (Affidavit of Lambert, at 2).

The complaint fails to allege any actions by the Department to lay out, locate, relocate, establish, construct, or designate Front Street as a throughway. The complaint, therefore, fails to state a claim for relief against the state under ORS 374.095. The action here was taken by the City under its police power; there was no compensable taking by the state nor was there a denial of access by the state requiring construction of a service road to plaintiffs' property.

V. Specific performance is not available as a remedy in this case.

Specific performance is an equitable remedy. It compels performance of a contract, the breach of which is either threatened or has occurred. Paullus v. Yarbough, 219 Or 611, 622, 347 P2d 620 (1959). In this case, there is no contract nor is a contractual relationship between plaintiffs and the Department pleaded. Specific performance is not available as a remedy in this case.

VI. Conclusion

Plaintiffs' claim for specific performance and damages against the Department fails to state a claim for relief under ORS 374.095. The trial court did not err in dismissing the first cause of action.

ANSWER TO ASSIGNMENT OF ERROR NO. 2

The trial court did not err in granting summary judgment in favor of defendant City and dismissing as to defendant Department on the issue of inverse condemnation.

ARGUMENT

The Department adopts the argument presented by defendant City in its brief with the additional argument set out below.

Plaintiffs' claim for inverse condemnation is presented to this court on cross-motions for summary judgment by plaintiffs (App Br A-6) and defendant City (App Br A-14) and on the motion to dismiss of defendant Department. (App Br A-25).

The trial court found, and plaintiffs do not contest, that the City's actions on Front Street constituted a lawful exercise of its municipal police powers as regulation of vehicular and pedestrian traffic on public streets and highways. (Letter opinion dated May 16, 1985 at 2). While the Department has the authority to maintain, operate and administer the highways of the state, the jurisdiction to impose traffic regulations on streets within a city is vested in the city. Cabell v. Cottage Grove, 170 Or 256, 280, 130 P2d 1013 (1943). The affidavits in support of the City's motion for summary judgment establish that prohibition of parking on Front Street and elimination of curb cuts adjacent to plaintiffs' property was a valid exercise of municipal police power performed pursuant to City plans to regulate traffic on Front Street.

The issue raised by the City's summary judgment and the Department's motion to dismiss is whether the City's exercise of its police power to eliminate parking on Front Street and to remove curb cuts adjacent to plaintiffs' property results in a compensable taking of its access rights. The trial court found that there was no material issue of fact with respect to plaintiffs' claim for inverse condemnation and concluded that the City was entitled to judgment as a matter of law because the City had not deprived plaintiffs of vehicular access to plaintiffs property. The trial court subsequently dismissed the complaint as to defendant Department because it failed to state a claim for relief.

Plaintiffs assume that the closure of the curb cuts necessarily resulted in a taking of its access rights and focus their argument on the compensability of that taking, contending that compensability turns on whether the alley behind plaintiffs' property provides reasonable alternate access. As the trial court found, however, there has been no taking of plaintiffs' access rights as a matter of law, so factual issues of compensability are not presented in this appeal.

No right of way or property was taken from plaintiffs in order to improve Front Street. The entire frontage of plaintiffs' building is, and has been, located along the Front Street sidewalk. It has always been physically impossible for a vehicle to drive onto plaintiffs' property. Vehicles seeking to load or unload merchandise from plaintiffs' property have always used the public street and sidewalk for access. Vehicles utilizing the curb cuts to approach plaintiffs' loading dock necessarily have blocked traffic illegally.

The complaint alleges a compensable taking of its access rights as a result of two activities: first, the prohibition of parking on Front Street requiring customers to park elsewhere; and second, the elimination of the curb cut so that trucks no longer may drive across the sidewalk to the loading dock of plaintiffs' building. There is no allegation that customers or suppliers cannot continue to drive along Front Street to gain access to plaintiffs' property. Front Street is open for traffic and the condition of that street is substantially improved. Nor is there an allegation that customers and suppliers cannot continue to walk up to the Front Street door of the business via the sidewalk. The plaintiffs' business is not cut off from its customers. They simply cannot park in front of the business or drive trucks up onto the sidewalk, blocking pedestrian and vehicular traffic on Front Street.

Plaintiffs have no vested right in parking on Front Street. The right to park in a public street is not a right incident to the ownership of abutting land but rather one which is incident to the use of the street for travel and which is shared by the property owner in common with all other members of the traveling public. Brown v. Jackson, 268 Or 111, 113, 519 P2d 87 (1974). Loss of parking in Front Street is not a compensable taking of plaintiffs' property.

The curb cut was eliminated to prevent further illegal parking, not to control access onto Front Street. (Affidavit of Van Dyke at 3). Only by violating traffic regulations and hindering traffic movement could plaintiffs use its loading docks from Front Street. Plaintiffs certainly have no vested right in the continuation of illegal activities. Where plaintiffs' have elected to build on its property lines so that vehicles cannot drive onto the property, plaintiffs' are foreclosed from alleging that defendants have denied access of vehicles onto its property.

Moreover, plaintiffs can apply at any time for a curb cutting permit from the City. The affidavit of Sidney Van Dyke, Traffic Administrator, states that under Salem Revised Code, ch. 80.010, plaintiffs may apply for a driveway for ingress or egress of vehicles from the street to the property, "in which case the curb cut would be restored if plaintiffs showed it could be legally used." (Affidavit of Van Dyke at 3).

Given these facts, it is clear that plaintiffs retained all rights of access to their property to which they were entitled from the same streets that provided access before Front Street was improved. The only effect of the improvement was to require customers and suppliers to park elsewhere and, therefore, take a more circuitous route to plaintiffs' property.

Traffic regulation which results only in a more circuitous route of access is not a compensable taking. State Hwy. Comm. v. Central Paving, 240 Or 71, 299 P2d 1019 (1965); State Hwy. Comm. v. Hizapis, 3 Or App 282, 372 P2d 839, rev den (1970). In Central Paving, a sand and gravel company owned property which had direct access to a highway. After state highway construction, the former highway access was replaced by access to a frontage road. To reach the highway, the gravel trucks then had to travel a longer distance over the frontage road. The court held that the landowner could not recover compensation "for circuity of route resulting from construction of a limited access highway." 240 Or at 74. The court reasoned:

> "The construction of the throughway admittedly creates an impediment in traveling between defendant's land and the new highway. That impediment consists only of the inconvenience in being forced to travel a longer distance in going to and from the throughway.
>
> "The inconvenience resulting from traveling a more circuitous route is the same kind of inconvenience the general public suffers when there is a modification of certain traffic regulations on existing streets and highways. * * * Defendants are not entitled to recover compensation for a loss unless they can show that the type of loss is peculiar to those owning land as distinct from the loss suffered by the general public." Id at 74-75.

Because plaintiffs have not suffered any inconvenience unique to them as landowners, their damages, if any, are not compensable. The City's modification of the traffic pattern by prohibiting on-street parking on Front Street and closing the curb cuts to prevent further illegal blockage of Front Street is not a compensable taking.

CONCLUSION

For the reasons set out above, the judgments of the trial court should be affirmed.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General
JAMES E. MOUNTAIN, JR.
Solicitor General
LINDA DeVRIES GRIMMS
Assistant Attorney General

Attorneys for Respondent

mkf/71/E.

APPENDIX A

THROUGHWAYS

374.005 Policy and purpose of ORS 374.005 to 374.095. (1) The kind, character and volume of traffic now moving over public highways, the speed at which such traffic moves, the prime and essential factors such as speed, safety and convenience to which transportation of persons and property over public highways is entitled, the relation which such transportation bears to the transportation systems of other states and of the nation as a whole, the ever-increasing toll of injury to and death of persons and the destruction of and damage to property caused by and resulting from accidents on public highways constitute and are conditions and elements which demand of highway officials a program of highway designing, highway regulations, highway use and operation, highway controls and highway safeguards which will make possible and insure a degree of safety and convenience and a type and class of service not possible under existing law.

(2) To the end that human lives may be saved, property damage minimized, transportation by motor vehicle promoted and highway travel in general safeguarded, the legislature finds, determines and declares that ORS 374.005 to 374.095 is necessary for the preservation of public safety, the improvement and development of transportation facilities in the state, the protection of highway traffic from the hazards of unrestricted and unregulated entry from adjacent property, the elimination of hazards due to highway grade intersections and in general the promotion of public welfare.

374.010 "Throughway" defined. As used in ORS 374.005 to 374.095, "throughway" means a highway or street especially designed for through traffic, over, from or to which owners or occupants of abutting land or other persons have no easement of access or only a limited easement of access, light, air or view, by reason of the fact that their property abuts upon the throughway or for any other reason.

374.015 Department of Transportation to establish and maintain throughways; highways to be designated throughways. (1) The Department of Transportation, in addition to and without restricting, limiting or repealing any powers and authority which it now has, may lay out, locate, relocate, adopt, establish, construct, designate, maintain and supervise the use and operation of new highways known as throughways.

(2) Any relocated section of an existing highway and such portions of existing highways, which at the time they are designated as throughways have less than 10 commercial businesses abutting thereon catering to the motoring public in any one mile of such existing highway, may be designated and constructed as or converted into a throughway by the department. As used in this subsection, "relocated" means a highway or section thereof so located that for its construction an entirely new right of way is necessary.

(3) The authority and power of the department extends to and includes state highways within the corporate limits of cities, and with the approval of the municipal authorities may extend to and include city streets.

374.020 Interference with railroad facilities prohibited. No throughway shall be established upon or across the tracks, yards, station grounds or other operating properties of any common carrier railroad, or upon or across any industrial or business property served by railroad industrial trackage, or upon or across any property at such a location as to unduly interfere with the reasonable access of shippers, passengers or the public to railroad depots, team tracks or other facilities for receiving or delivering freight or passengers transported by railroad unless the Department of Transportation and the railroad agree on a proposed throughway project, or unless the Public Utility Commissioner finds by order, upon petition of the department, after notice to the railroad and hearing in accordance with his rules of practice, that public convenience and necessity so require.

374.025 Change from throughway to highway. Any state highway or section thereof which has been located, established, designated and constructed as a throughway may, in whole or in part, be changed from a throughway to an ordinary highway by the Department of Transportation if in its judgment such action will best serve public needs.

374.030 Separation of throughways into separate roadways; ingress and egress. (1) The Department of Transportation may so design a throughway and so regulate, restrict or prohibit access thereto and use thereof as to best serve the traffic for which the throughway is intended. In this connection and for such purpose the department may divide and separate any throughway into separate roadways or lanes by the construction of raised curbings, central dividing sections or other physical separations, or by designating separate roadways or lanes by signs, markers or stripes and the proper lanes for traffic by appropriate signs, markers, stripes or other devices.

(2) After any highway has been so marked or designed no person has any right of ingress or egress to, from or across the highway to or from abutting lands, except at such points as may be designated by the department.

374.035 Acquisition of real property; effect of resolution. (1) The Department of Transportation may, in the name of the state, acquire by agreement, donation or exercise of the power of eminent domain, fee title to or any interest in any real property, including easements of air, view, light and access, which in the opinion or judgment of the department is deemed necessary for the construction of any throughway, the establishment of any section of an existing state road or highway as a throughway or the construction of a service road. The department may accomplish such acquisition in the same manner and by the same procedure as real property is acquired for state highway purposes, except that in case the acquisition is by proceedings in eminent domain the resolution required under such procedure shall specify, in addition to other provisions and requirements of law, that the real property is required and is being appropriated for the purpose of establishing, constructing and maintaining a throughway.

(2) A resolution adopted by the department stating and setting forth that a proposed highway is to be constructed as a throughway is conclusive evidence that the highway when constructed is a throughway with all the characteristics and incidents prescribed by and provided for in ORS 374.005 to 374.095.

374.040 Acquisition of land not immediately needed. Whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof or for a service road, the Department of Transportation may, in its discretion, acquire an entire lot, block or tract of land if by so doing the interests of the owner and the state will be best served, even though the entire tract is not immediately needed for the highway proper. This provision and authority shall apply to and be effective whether the real property is acquired by purchase, agreement or exercise of the power of eminent domain.

374.045 Payment for land acquired. The Department of Transportation may pay the cost incident to the acquisition of real property or any interest therein for the establishment, location and relocation of throughways and their construction, reconstruction and maintenance out of state highway funds in the same manner that such funds are disbursed for other highway purposes by the department.

374.050 Parties bringing eminent domain proceedings. In case an agreement provided for in ORS 374.080 has been entered into, proceedings in eminent domain for the acquisition of real property or any interest therein deemed necessary therefor, may be brought in the name of the state by the Department of Transportation, alone or jointly with any city, county or city and county which are parties to the agreement.

374.055 Evidentiary purposes of improvement plan. In any proceeding in eminent domain evidence of the entire plan of improvement is admissible for the purpose of determining:

(1) Value of property taken.

(2) All damages by reason of deprivation of right of access to any highway to be constructed, established or maintained as a throughway.

(3) The damages which, if the property sought to be condemned constitutes a part of a larger parcel, will accrue to the portion not sought to be condemned by reason of its severance from the portion sought to be condemned and by reason of the construction of the improvement in the manner proposed.

374.060 Power of Department of Transportation as to intersecting streets and roads. The Department of Transportation, with the official approval of municipal authorities of cities with respect to city streets and with the official approval of the county court or board of county commissioners of any county with respect to county roads, may:

(1) Close any street, highway or road at or near the point of its intersection with a throughway; or

(2) Make provision for carrying the street or road over or under the throughway; or

(3) Provide a connection with a throughway by means of a utility or service road to a suitable point of connection; and

(4) Do any and all work on the street, highway or road as is necessary therefor.

374.065 Intersection of throughways and county roads. (1) The Department of Transportation shall provide for the intersection of throughways by county roads running into or across throughways.

(2) Any county road may be closed at the points where it runs into or intersects the throughway if the consent of the county court or board of county commissioners of the county in which the road is located is first obtained.

(3) After the establishment of a throughway, no county road shall be constructed running into or intersecting the throughway unless its plans and specifications have first been submitted to and approved in writing by the department. This approval shall be made a matter of record by the department and by the county court or board of county commissioners.

374.070 Throughways in cities; intersecting streets. (1) Should any portion or section of a throughway be within the corporate limits of a city, provision shall be made for access thereto from existing streets at points designated by the municipal authorities of the city. In the event plans and specifications are submitted to the municipal authorities of the city by the Department of Transportation and the municipal authorities fail to designate such points within 60 days thereafter, the designation may be made by the department.

(2) After establishment of any throughway in or through a municipality, no street shall be constructed turning into or intersecting the throughway unless the plans and specifications therefor have first been submitted to and approved in writing by the department and made a matter of official record.

(3) Nothing in this section prohibits the closing of any street at the point where it runs into or intersects any throughway by the proper municipal authorities in the manner provided by law.

374.075 Cooperation of municipal and county authorities with Department of Transportation. The municipal authorities of cities and the county court or board of county commissioners of any county may do anything or all things necessary to cooperate with the Department of Transportation for laying out, acquiring and constructing any section or portion of any street or highway within their respective jurisdiction as a throughway and to convert any existing street or highway into a throughway.

374.080 Agreements with Federal Government, counties and cities. The Department of Transportation may enter into cooperative agreements with the Federal Government and with any county or city for the location, adoption, construction and maintenance of a throughway either within or without the corporate limits of any city, with respect to highways under the exclusive jurisdiction of the department, roads under the jurisdiction of the county court or board of county commissioners and streets under the exclusive jurisdiction of cities, and may, in such agreements, agree upon the allocation of costs of the project, the manner and method of maintenance and all other relevant matters.

374.085 Severance by throughway of agricultural land. Wherever by the location, relocation, establishment and construction or reconstruction of a throughway under ORS 374.005 to 374.095 real property, title to which is held under one ownership, is severed and the land is being used for farm or other agricultural purposes, provision shall be made by the Department of Transportation for crossing the highway from one such tract to the other or compensation for the severance of the tract shall be paid. Should such tracts at any time cease to be held under one ownership, the department may terminate and discontinue the road crossings. No such connecting-road crossing shall be used for or in connection with the conduct of any roadside business or enterprise, but shall be available and used solely for passage from one of the severed tracts to the other.

374.090 Destruction by throughway of access to agricultural property. Whenever a throughway is located, relocated, constructed or reconstructed through or over farm or agricultural property and thereby all reasonable ingress and egress have been destroyed, the Department of Transportation shall provide access from the abutting properties to the throughway by a service road or by direct access, unless by agreement with the owners of the abutting properties access to the throughway has been waived by the property owner or has been acquired by the state by agreement or exercise of the power of eminent domain.

374.095 Utility roads where access to abutting property affected. If under ORS 374.005 to 374.095 any existing highway or section of existing highway is converted into a throughway, by reason thereof real properties then occupied and used are affected and such abutting real properties are dependent upon the existing highway or section of highway for ingress and egress, the Department of Transportation shall provide a utility or service road to serve the properties. This utility or service road shall be constructed and maintained by the state at state expense and shall follow a location or route immediately parallel to and adjoining the throughway. After the service or utility road has been constructed the abutting land owner's right of reasonable view shall not be impaired.

IN THE COURT OF APPEALS OF THE STATE OF OREGON

EOFF ELECTRIC CO.,
and JOSEPH EOFF,

Plaintiffs-Appellants,

v.

CITY OF SALEM and the
OREGON STATE DEPARTMENT OF
TRANSPORTATION,

Defendants-Respondents.

CA A36458

MOTION FOR EXTENSION
OF TIME

Respondent, State of Oregon, moves for an extension of time in which to serve and file the respondent's brief, to and including November 26, 1985, an extension of 14 days. The respondent's brief is currently due November 12, 1985. The Notice of Appeal was filed on July 3, 1985.

In support of this motion, I certify that this extension is requested on behalf of Linda DeVries Grimms, attorney assigned to this case. A draft of the brief has been completed but additional time is required to coordinate review and editing of the brief with trial counsel. In addition to preparing the respondent's brief in this case, Ms. Grimms has been out of the office twice in the past two weeks attending and participating in conferences and has prepared respondent's briefs in Betts v. Psychiatric Security Review Board, CA A36586; State v. Dawson, CA A36323; and State v. Lingren, CA A35916.

This case is not scheduled for oral argument in November.

This is the second request for an extension.

Opposing counsel has been contacted and does not oppose this request for an extension of time.

The above statements are true and made in good faith.

DATED: November 12, 1985.

Respectfully submitted,

DAVE FROHNMAYER (71001)
Attorney General

Virginia L. Linder
VIRGINIA L. LINDER (80294)
Assistant Solicitor General

Attorneys for Respondents

_____ The motion is denied.
_____ The motion is granted for ___ days' extension to and including ____________________, 1985.

____
CHIEF JUDGE
DATE__________________________

CERTIFICATE OF SERVICE

I certify that I served the foregoing Motion for Extension of Time upon Asa L. Lewelling, attorney for appellants and David J. DeMartino, attorney for respondent City of Salem, on November 12, 1985, by mailing a certified true copy in a sealed envelope with postage prepaid, addressed to said attorneys at their addresses as set out below.

Asa L. Lewelling
LEWELLING & GRIDER
10th Floor Capitol Tower
388 State Street
Salem, OR 97301

David J. DeMartino
200 City Hall
555 Liberty Street, SE
Salem, OR 97301

Virginia L. Linder
Assistant Solicitor General

Attorneys for Respondent State
Department of Transportation

file

IN THE COURT OF APPEALS OF THE STATE OF OREGON

EOFF ELECTRIC CO., and JOSEPH EOFF, Plaintiffs-Appellants, v. CITY OF SALEM and the OREGON STATE DEPARTMENT OF TRANSPORTATION, Defendants-Respondents.	)	CA A36458 MOTION FOR EXTENSION OF TIME

Respondent State of Oregon moves for an extension of time in which to serve and file the respondent's brief, to and including November 12, 1985, an extension of 28 days. The respondent's brief is currently due October 15, 1985. The Notice of Appeal was filed on July 3, 1985.

In support of this motion, I certify that this extension is requested on behalf of Robert M. Atkinson, attorney assigned to this case. He has been unable to complete the respondent's brief because of work on the state's appeal in State v. Len John Allen, CA A36648.

This case is not scheduled for oral argument.

This is the first request for an extension.

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file

IN THE COURT OF APPEALS OF THE STATE OF OREGON

EOFF ELECTRIC CO.,
and JOSEPH EOFF,

Plaintiffs-Appellants,

v.

CITY OF SALEM and the OREGON
STATE DEPARTMENT OF TRANSPORTATION,

Defendants-Respondents.

CA A36458

MOTION FOR EXTENSION
OF TIME

Respondent State of Oregon moves for an extension of time in which to serve and file the respondent's brief, to and including November 12, 1985, an extension of 28 days. The respondent's brief is currently due October 15, 1985. The Notice of Appeal was filed on July 3, 1985.

In support of this motion, I certify that this extension is requested on behalf of Robert M. Atkinson, attorney assigned to this case. He has been unable to complete the respondent's brief because of work on the state's appeal in State v. Len John Allen, CA A36648.

This case is not scheduled for oral argument.

This is the first request for an extension.

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DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

The above statements are true and made in good faith.

DATED: October 14, 1985.

Respectfully submitted,

DAVE FROHNMAYER (71001)
Attorney General

Virginia L. Linder
VIRGINIA L. LINDER (80294)
Assistant Solicitor General

Attorneys for Respondent Oregon
State Department of Transportation

_____ The motion is denied.

_____ The motion is granted for ___ days' extension to and including ____________________, 1985.

____
CHIEF JUDGE
DATE__________________________

CERTIFICATE OF SERVICE

I certify that I served the foregoing Motion for Extension of Time upon the parties listed below, on October 14, 1985, by mailing a certified true copy, with postage prepaid, to said parties at their respective, regular mailing addresses also listed below.

Asa L. Lewelling
Lewelling & Grider
10th Floor Capitol Tower
388 State Street
Salem, OR 97301

Attorney for Plaintiffs-Appellants

David J. De Martino
200 City Hall
555 Liberty Street, SE
Salem, OR 97301

Attorney for Respondent City of Salem

Virginia L. Linder

VIRGINIA L. LINDER
Assistant Solicitor General

Attorneys for Respondent Oregon
State Department of Transportation

mkf/59

10-8-85

IN THE COURT OF APPEALS OF THE STATE OF OREGON

[illegible] CO. and
[illegible],

Plaintiffs-Appellants,

vs.

CITY OF SALEM and the
OREGON STATE DEPARTMENT
OF TRANSPORTATION,

Defendants-Respondents.

Trial Court No. [illegible]

Appellate Court No. [illegible]

RESPONDENT'S BRIEF

Appeal from the Circuit Court of the State
of Oregon for the County of Marion

Honorable Robert B. McConville, Judge

ASA L. LEWELLING, OSB 39029
Lewelling & Grider
10th Floor Capitol Tower
388 State Street
Salem, OR 97301
(503) 581-2401
ATTORNEY FOR PLAINTIFFS-APPELLANTS

WILLIAM J. JUZA, City Attorney, OSB 56054
DAVID J. DE MARTINO, Deputy City Attorney, OSB 65030
555 Liberty Street SE, Room 200
Salem, Oregon 97301
(503) 588-6003
ATTORNEYS FOR DEFENDANT-RESPONDENT

JAMES E. MOUNTAIN, JR., OSB 75267
Assistant Attorney General
400 Justice Building
Salem OR 97310
(503) 378-4402
ATTORNEY FOR DEFENDANT-RESPONDENT
STATE DEPARTMENT OF TRANSPORTATION

RECEIVED
OCT - 9 1985
DEPARTMENT OF JUSTICE
SALEM

Certified to be a True and
Correct Copy of the Original
Attorney for
City of Salem

Les Hampton

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ANSWER TO ASSIGNMENT OF ERROR NO. 1 2

This assignment of error relates to the liability of the defendant State of Oregon. Defendant City of Salem defers argument on this point to defendant State.

ANSWER TO ASSIGNMENT OF ERROR NO. 2 2

The trial court did not err in granting summary judgment in favor of defendant City of Salem, Oregon.

ARGUMENT 2

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STATEMENT OF THE CASE

Defendant City of Salem accepts plaintiffs' statements as to the Nature of the Action, Nature of Judgment, and Basis of Appeal and Jurisdiction.

QUESTION PRESENTED ON APPEAL

Does a taking occur under the Oregon Constitution where the City of Salem removed curb parking on Front Street and closed two curb cuts which could be used only by illegally blocking traffic on Front Street, all done for safety and to promote a freer flow of traffic.

SUMMARY OF ARGUMENT

The plaintiffs have no property right in the streets to require parking and loading spaces, thus the prohibition of parking, loading, or unloading in front of plaintiffs' property is within its police power and can not form the basis for compensation under the Oregon Constitution.

SUMMARY OF FACTS

Plaintiff accepts plaintiffs' statement of the facts, except as specifically addressed. Defendant City of Salem provides these additional facts:

> "Prior to the front Street Project, front street was a two-lane street with two sets of railroad tracks side by side at the center of the street. the street was in a poor state of repair. Parking on the street was permitted and many of the businesses, such as EOFF Electric, received merchandise from a loading dock on Front Street, and in the process, trucks were parked at right angles extendin [sic] into Front Street and blocking traffic for the northbound lane of Front Street. In 1977 the Center Street off-ramp for southbound traffic onto Front street was open increasing traffic 500 percent. At the same time pedestrian safety became a critical problem. In 1977, parking stalls started to be eliminated on Front Street and trucks serving plaintiffs were often

> cited for traffic violations for blocking traffic. This would occur when plaintiffs' loading dock was utilized.
>
> "After reconstruction of Front Street in October, 1981, there were three lanes of traffic and a left turn lane northbound and three lanes southbound in the block facing EOFF Electric south of the Center Street bridge, a landscaped median along the Center of the street, and the railroad tracks were removed from the street.
>
> "For the safety and protection of those motorists and to promote a freer flow of traffic, it was determined that it was necessary to completely remove curb parking. This was based on generally accepted engineering practices for maintaining capacity and reducing hazards on high volume streets." (A-20).

The elimination of curb parking also eliminated curb unloading. (A-20).

> "The curb cut adjacent to plaintiffs' property was eliminated during construction since there was no legal means for trucks to utilize the curb cut and the loading dock without blocking traffic, contrary to ORS 487.580. There is no means for trucks to enter the building." (A-21)

ANSWER TO ASSIGNMENT OF ERROR NO. 1

This assignment of error relates to the liability of the defendant State of Oregon. Defendant City of Salem defers argument on this point to defendant State.

ANSWER TO ASSIGNMENT OF ERROR NO. 2

The trial court did not err in granting summary judgment in favor of defendant City of Salem, Oregon.

ARGUMENT

Plaintiff contends that it has lost access to front street by its reconstruction. Plaintiff has not lost any access to Front Street.

As early as 1977, pedestrian safety became a problem. The City of Salem began eliminating parking on Front Street. The elimination of parking also, in effect, eliminated curb unloading by the plaintiffs.

In Brown v. Jackson, 268 Or 111, 519 P2d 87 (1974) the City of Beaverton located a fire hydrant in front of plaintiffs' address and prevented the parking of motor vehicles in front of their premise. In holding that the plaintiffs did not have a cause of action, the court stated at p. 113:

> "The right to park in a public street is not a right incident to the ownership of abutting land but rather one which is incident to the use of the street for travel and which is shared by the property owner in common with all other members of the traveling public."

* * *

> "Therefore, by their being deprived of the right to park, plaintiffs have sustained no peculiar or special deprivation independent of the public generally as an incident of the ownership of their property and have suffered no injuries which may be recompensated."

To the same effect is People v. Presley, 48 Cal Reptr 674 (1966). In that case defendants owned an apartment house. The state condemned a portion of the property for a freeway. Defendants claimed a loss of street parking among other things. The State of California has a more liberal constitutional provision regarding condemnation. However, defendants were denied recovery for lost parking.

The court stated at page 676:

> "The parking privileges which defendants enjoyed was permissive and existed only as sufferance by the city. Continuance over the years created no prescriptive right. Even as a permissive privilege it was only one which defendants enjoyed as members of the public. No proprietory right to park existed and therefore none was severed when the state took over the city street and created a freeway."

A more recent case is City of Orlando v. Collom, 400 S2d 513 (1981). There the City of Orlando closed a street for a pedestrian mall. In holding for the City the court stated:

> "We can find no statute or case law which says abutting property owners have a valuable right to parking spaces in the street they abut. This restriction on parking in a particular street is not a deprivation of a property right for which appellees are entitled to compensation. Rather, as noted in numerous other jurisdictions, a municipality may prohibit parking on its street as an exercise of its police power." (citations omitted) 400 at 516.

Truck drivers serving plaintiffs' property choose to ignore the no parking restrictions and received parking tickets for blocking traffic.

ORS 487.580(1) provides in part:

"A driver shall not stop, stand or park a vehicle:

* * *

"(i) on a throughway;

* * *

"(k) At any place where official signs prohibit stopping."

However, there was nothing to restrict anyone from parking on State Street or other adjacent streets and walking to plaintiffs' property.

The 1981 Front Street construction removed the curb cuts so illegal unloading would be eliminated. But more importantly a major potential traffic hazard was averted.

The most recent case on the subject is City of Salem vs. Merritt Truax, 70 Or App 138, 688 P2d 120 (1984). There plaintiffs condemned a strip of land and closed one of three driveways. Defendants brought a claim for damages caused by the driveway closure. The trial court held the closure was a valid exercise of its police power. In affirming, the court of appeals said at page 140:

> "..the rights of abutting proprietors to access to their premises are subservient to the public's right to free use of the streets. That right is protected by the state's exercise of the police power. [citations omitted]. An interference with access rights that is an exercise of the city's police power is not a compensable taking."

Another recent case is Argo Investment vs. Dept. of Transportation, 66 Or App 480, 674 P2d 620 (1984). In Argo defendant City of Salem did not enter plaintiff's property, but closed Center Street at its intersection with Front Street. Plaintiff's customers were required to take a more circuitous route. Plaintiff brought an inverse condemnation action against the City of Salem and the State of Oregon. Plaintiff argued that restricted traffic to their business constituted an interference with the highest and best use of their property. In holding that the City of Salem was not liable to the plaintiff the court stated at page 432:

> "...It is a reasonable exercise of the City's police power to change a public road to provide for public safety or convenience. Oregon Investment Co. v. Schrunk, 242 Or 63, 73, 408 P2d 89 (1965).

Only by violating state traffic regulations and hindering traffic movement could plaintiffs use the loading docks from Front Street. Plaintiffs were fortunate to have been able to use the public streets from which to conduct its business for over such a long period of time. However, after 1977, truck operators had no right to use Front Street for parking of trucks to load or unload.

None of plaintiffs cases support their theory that removal of parking and the closing of the curb cut constitute a loss of access and results in a compensable taking under the Oregon Constitution. For example, in Oregon Investment Co. v. Schrunk, 242 Or 63 408 P2d 89 (1965) the subject property was a parking lot. The access to the adjacent streets was by motor vehicle from the street on to the property. Here plaintiffs never had a means of ingress and egress by motor vehicle from Front Street into the building or onto the property. Thus the question whether there is adequate access to their property from the alley is irrelevant. The property never had vehicle access to the subject property, only pedestrian access which still remains. Similarly, Thornberg vs. Port of Portland, 233 Or 178, 192, 376 P2d 100 (1963); 244 Or 69, 415 P2d 750 (1966), and Lincoln Loan vs. State Highway Commission, 274 Or 49, 545 P2d 105 (1976) involve intrusion by government rather than traffic restrictions incident to traffic control.

Plaintiffs business may no longer be suited for Front Street as a result of a change in the character of the street. Fortunately for the taxpayers, in the instant case, the Oregon Constitution does not provide any relief to the plaintiffs.

Respectfully submitted,

WILLIAM J. JUZA
City Attorney

By: /s/ David J. DeMartino
David J. De Martino, #65030
Deputy City Attorney
OF ATTORNEYS FOR DEFENDANTS -
RESPONDENTS

CERTIFICATION OF SERVICE

I hereby certify that I am one of the attorneys for the defendant-respondent; and that I served the within and foregoing RESPONDENT'S BRIEF on the parties listed below, by placing two true and correct copies thereof, prepared and duly certified by me as such attorney, in sealed envelopes, postage fully prepaid, plainly addressed to the said attorneys at the addresses listed below, and deposited same with the United States Post Office at Salem, Oregon, on the 8th day of October 1985.

Mr. Asa L. Lewelling
Lewelling & Grider
10th Floor Capitol Tower
388 State Street
Salem, OR 97301

Mr. James E. Mountain, Jr.
Assistant Attorney General
400 Justice Building
Salem, OR 97310

I certify that I have my office in Salem, Marion County, Oregon.

DATED in the City and County aforesaid this 8th day of October 1985.

/s/ David J. DeMartino
David J. De Martino
Deputy City Attorney
OF ATTORNEYS FOR DEFENDANT-RESPONDENT

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EOFF ELECTRIC CO.,
and JOSEPH EOFF,
Plaintiffs,
vs.
CITY OF SALEM and the
OREGON STATE DEPARTMENT
OF TRANSPORTATION,
Defendants.

No. 149 260

STIPULATION

WHEREAS plaintiffs have filed Notice of Appeal to the Oregon Court of Appeals of a judgment order made and and entered in the above entitled cause on June 3, 1985, and the parties have agreed that an undertaking can be dispensed with pursuant to ORS 19.045, NOW THEREFORE,

IT IS STIPULATED AND AGREED by and between the parties hereto, through their respective attorneys, that an Undertaking on Appeal is dispensed with pursuant to ORS 19.045.

Of Attorneys for Plaintiffs-Appellants

David J DeMarlis
Of Attorneys for Defendant-Respondent
City of Salem

James E. Mountain Jr
Of Attorneys for Defendant-Respondent
Oregon State Department of Transportation

STATE OF OREGON

INTEROFFICE MEMO

DATE: July 11, 1985

TO: James E. Mountain, Jr.
Solicitor General

FROM: Leslie B. Hampton LBH
Assistant Chief Trial Counsel

SUBJECT: Eoff Electric Co. v. City of Salem/DOT
Marion County Cir. Ct. No. 149-260
File No. 734-970-L8523

Forwarded herewith is a notice of appeal filed by the plaintiff represented by Asa L. Lewelling of Salem. Also attached is a conformed copy of the judgment and of the order dismissing the second amended complaint as to the State of Oregon. The attached return cards confirm the filing date of June 3, 1985.

This is an inverse condemnation filed by a landowner whose property abutted the east side of Front Avenue in Salem. The easterly line of the owner's property also abutts a public alley. The building improvement was built immediately abutting the street right-of-way. No land was taken for the Front Avenue Project. When it was constructed, no curb cut was provided. Plaintiff contends that this amounted to taking of his property and alleged a $348,500 value for the alleged taking.

Prior to this project, vehicles loaded and unloaded materials through a loading door in the west end of the building. The entire length of the hauling vehicles extended into the street. In the year or two immediately preceding the Front Avenue Project, the owner was increasingly cited for blocking the street with his vehicles.

Judge McConville granted the City of Salem's motion for summary judgment on the grounds that there was no taking and that the closing of the curb cuts as part of the project was a valid exercise of the police power of the City of Salem. After Judge McConville's ruling was announced, Asa Lewelling agreed that for practical purposes, the basis of the court's ruling precluded proceeding further against the defendant State of Oregon. He agreed he would not oppose entry of an order dismissing the second amended complaint with prejudice as to defendant State of Oregon. A copy of my transmittal letter to Judge McConville is attached.

For practical purposes, this is a City of Salem case. The State, although jointly involved in the Front Avenue Project, should not have been a defendant. Assistant City Attorney David D. Martino will file and prepare the City's answering brief. Upon review of Appellate's brief, you may decide that endorsing the City's brief without filing one for the State is an adequate defense.

If you have questions please call me.

cg
Attached
cc: John R. McCulloch, Jr.
J. B. Boyd

IN THE COURT OF APPEALS OF THE STATE OF OREGON

EOFF ELECTRIC CO.,
and JOSEPH EOFF,

Plaintiffs-
Appellants,

vs.

CITY OF SALEM and the
OREGON STATE DEPARTMENT
OF TRANSPORTATION,

Defendants-
Respondents,

Certified true and correct copy
of the whole of the original
hereof.

of attorneys for Plaintiffs

NOTICE OF APPEAL

Trial Court No. 149 260

TO DAVID J. De MARTINO, Assistant City Attorney, and
LESLIE B. HAMPTON, Assistant Attorney General,

I

Plaintiffs hereby give notice of appeal from the judgment entered in this case on June 3, 1985, by Judge Robert B. McConville, in the Marion County Circuit Court.

II

The adverse parties to the appeal are the City of Salem and the Oregon State Department of Transportation.

III

The names, bar numbers, addresses, and telephone numbers of the attorneys are:

Asa L. Lewelling OSB 39029 Attorney for Plaintiffs	10th Floor Capitol Tower 388 State Street Salem, OR 97301 581-2401

/ / /

David J. De Martino
OSB 65030
Attorney for Defendant
City of Salem

200 City Hall
555 Liberty St. SE
Salem, OR 97301
588-6041

Leslie B. Hampton
OSB 53037
Attorney for Defendant
Oregon State Department
of Transportation

Department of Justice
Justice Building
Salem OR 97310
378-4400

IV

I hereby certify that I served the Notice of Appeal on the 3rd day of July, 1985, by mailing a true copy sealed in an envelope and addressed to:

David J. De Martino
Assistant City Attorney
200 City Hall
555 Liberty St. S.E.
Salem, OR 97301

Leslie B. Hampton
Assistant Attorney General
Justice Building
Salem, OR 97310

and on the 3rd day of July, 1985, by mailing a true copy of the Notice of Appeal sealed in an envelope and addressed to:

Trial Court Clerk
Marion County Courthouse
Salem OR 97301

V

No reporter, motion for summary judgment.

VI

Appellant designates the record which is the trial court's file with motions for summary judgment and supporting affidavits.

VII

This appeal is timely and otherwise procedurally propprly before the Court of Appeals because judgment entered June 3, 1985, and Notice of Appeal filed July 3, 1985.

VIII

A photocopy of the original in the trial court file of the judgment appealed from is attached hereto.

Dated this 3rd day of July, 1985

Asa L. Lewelling, OSB 39029
Attorney for Plaintiffs-
Appellants

2

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

Jul 3 1 18 PM '85
TRIAL CO[illegible] ATOR
BY

EOFF ELECTRIC CO., and JOSEPH EOFF, Plaintiffs, v. CITY OF SALEM and the OREGON STATE DEPARTMENT OF TRANSPORTATION, Defendants.	)	CASE NO. 149,260 JUDGMENT

This matter having come before the court upon the motion of defendant City of Salem, Oregon, for summary judgment against the plaintiff; and the court having considered the filed affidavits and the written and oral arguments of the parties makes the following findings:

(1) That there is no material issue of fact in respect to plaintiff's first claim for specific performance and damages under ORS 374.095 and that defendant City of Salem is entitled, as a matter of law, to a judgment dismissing such claim against it.

(2) That there is no material issue of fact in respect to plaintiffs' claim against defendant City of Salem for damages based upon inverse condemnation and that defendant City of Salem is entitled, as a matter of law, to a judgment dismissing said claim since defendant City of Salem has not deprived plaintiffs of vehicular access to plaintiffs' property in the proper and lawful

CERTIFIED TO BE A TRUE AND CORRECT COPY OF THE ORIGINAL
TRIAL COURT ADMINISTRATOR
By J Kraemer

noticed D.D.

exercise of its municipal police powers in regulating vehicular and pedestrian traffic upon the subject street.

(3) That there is no just reason to delay final judgment as to the defendant City of Salem and that final judgment be entered as to said defendant.

It further appearing that, the court has heretofore entered an order dismissing the second amended complaint as to defendant Oregon State Department of Transporation.

NOW THEREFORE, it is adjudged:

(1) That plaintiffs' second amended complaint is hereby dismissed with prejudice and that plaintiffs take nothing from the defendants.

(2) That defendant City of Salem is hereby awarded against plaintiffs its costs and disbursements of $__________.

(3) That defendant Oregon State Department of Transportation is hereby awarded against plaintiffs its costs and disbursements of $__________.

DATED this 3 day of ~~May,~~ June 1985.

Robert B. McConville
Robert B. McConville
Circuit Court Judge

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EOFF ELECTRIC CO.,
and JOSEPH EOFF,

Plaintiffs,

v.

CITY OF SALEM and the
OREGON STATE DEPARTMENT
OF TRANSPORTATION,

Defendants.

CASE NO. 149,260

JUDGMENT

This matter having come before the court upon the motion of defendant City of Salem, Oregon, for summary judgment against the plaintiff; and the court having considered the filed affidavits and the written and oral arguments of the parties makes the following findings:

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(2) That there is no material issue of fact in respect to plaintiffs' claim against defendant City of Salem for damages based upon inverse condemnation and that defendant City of Salem is entitled, as a matter of law, to a judgment dismissing said claim since defendant City of Salem has not deprived plaintiffs of vehicular access to plaintiffs' property in the proper and lawful

exercise of its municipal police powers in regulating vehicular and pedestrian traffic upon the subject street.

(3) That there is no just reason to delay final judgment as to the defendant City of Salem and that final judgment be entered as to said defendant.

It further appearing that, the court has heretofore entered an order dismissing the second amended complaint as to defendant Oregon State Department of Transporation.

NOW THEREFORE, it is adjudged:

(1) That plaintiffs' second amended complaint is hereby dismissed with prejudice and that plaintiffs take nothing from the defendants.

(2) That defendant City of Salem is hereby awarded against plaintiffs its costs and disbursements of $__________.

(3) That defendant Oregon State Department of Transportation is hereby awarded against plaintiffs its costs and disbursements of $___________.

DATED this 6-3- day of May, 1985.

/s/ Robert B McConville
Robert B. McConville
Circuit Court Judge

CERTIFICATE OF SERVICE

I hereby certify that on the 24th day of May, 1985, I served a true copy of the within Judgment upon the following attorneys, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Asa L. Lewelling
Attorney at Law
388 State Street
Salem, Oregon 97301

David J. Martino
Assistant City Attorney
555 Liberty Street, SE
Salem, Oregon 97301

Leslie B. Hampton OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendants
450 Justice Building
Salem, Oregon 97310

cg

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EOFF ELECTRIC CO., and JOSEPH EOFF, Plaintiffs, v. CITY OF SALEM and the OREGON STATE DEPARTMENT OF TRANSPORTATION, Defendants.	CASE NO. 149,260 ORDER DISMISSING SECOND AMENDED COMPLAINT

Defendant Oregon State Department of Transportation, based on prior rulings of the court directed to plaintiffs' first amended complaint and based upon the courts rulings on defendant City of Salem's motion for summary judgment, having moved the court for an order dismissing plaintiff's second amended complaint and the court being fully advised, now therefore

It is hereby ORDERED that plaintiff's second amended complaint is dismissed against defendant State Department of Transportation with prejudice and without leave to amend.

Dated this 3rd day of ~~May~~ June, 1985.

/s/ Robert C McConville
Robert C. McConville
Circuit Court Judge

May 24, 1985

The Honorable Robert B. McConville
Circuit Court Judge
Marion County Courthouse, Floor 2
Salem, Oregon 97301

Re: Hoff Electric v. City of Salem, et al
Marion County Case No. 14[illegible]

Dear Judge McConville:

Subsequent to your ruling on [illegible] City of Salem's motion for summary [illegible] as [illegible] letter [illegible] 16, 1985, [illegible] attorney, [illegible] Oregon in [illegible] referenced [illegible]. [illegible] with the court's [illegible] that the [illegible] your ruling, for [illegible] against the [illegible]. [illegible] order [illegible] to [illegible] the court's [illegible] this case.

Consequently, [illegible] motion [illegible] order [illegible] and without [illegible] served [illegible] together with [illegible] enclosed is [illegible] presented [illegible].

[illegible]

[illegible]

cc: [illegible]

rll [illegible]

US Department of Transportation
Federal Highway Administration

cc: OSHD (Coulter)

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 11/9/84	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. IX-1705(3) & (4)
COMPLETION DATE (Actual) 1/27/82	ACCEPTANCE DATE BY CONRTACT AGENCY 12/29/82	TIME ELAPSED 100 %	CONTRACT TIME 270 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DIVISION STREET NE - TRADE STREET SE
FRONT STREET (SALEM)
Illumination & Traffic Signals

This project provided for the installation of traffic signals and illumination on the subject section of Front Street.

There were no major overruns or underruns and no contract claims.

A final inspection of the completed project was made March 31, 1982.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 20 '84
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed by [illegible] Area Engineer		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 11/19/84	TITLE Field Operations Engineer	DATE 11/19/84

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

9-4.

RB/10-15

734-970-8523

IN THE COURT OF APPEALS OF THE STATE OF OREGON

EOFF ELECTRIC CO.,
and JOSEPH EOFF,

Plaintiffs-
Appellants,

vs.

CITY OF SALEM and the
OREGON STATE DEPARTMENT
OF TRANSPORTATION,

Defendants-
Respondents.

Trial Court No. 149 260

Appellate Court No. A36458

APPELLANTS' BRIEF AND ABSTRACT OF RECORD

Appeal from the Circuit Court of the State
of Oregon for the County of Marion

The Honorable Robert B. McConville, Judge

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[illegible] copy
[illegible] the whole of the original
hereof.

of attorneys for

RECEIVED
AUG 28 1985
DEPARTMENT OF JUSTICE
SALEM

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No. 1 NATURE OF ACTION

This is an action by owners of real property which abuts on Front Street in Salem, Oregon, against the State of Oregon and the City of Salem for loss of access to that property caused by the alteration of Front Street into an arterial known as the Front Street By-Pass. The first claim against those defendants is for specific performance, i.e., providing access. The second claim is in the alternative for inverse condemnation for the taking of plaintiffs' right of access to Front Street.

No. 2 NATURE OF JUDGMENT

The case is before the Court upon a judgment of dismissal with prejudice as to both defendants. The judgment in favor of the City is based on a ruling in the City's favor on motion for summary judgment. In the same document, a judgment of dismissal was granted in favor of the State on the State's Rule 21 motion to dismiss plaintiffs' second amended complaint on the ground that it failed to state ultimate facts constituting a claim against the State.

Nos. 3 & 4 BASIS OF APPEAL AND JURISDICTION

This appeal is from a judgment of dismissal with prejudice as to both defendants entered in the lower court on June 3, 1985. Notice of Appeal was filed and served on July 3, 1985. The Notice of Appeal was filed on the 30th day after entry of judgment and thus complies with ORS 19.026(1).

No. 6 QUESTIONS ON APPEAL

(a) Whether the first cause set forth in plaintiffs' second amended complaint states a claim against the State of Oregon.

(b) Where plaintiffs allege that they have no adequate and reasonable access to the only street serving their property and that an alley in the rear is not adequate is a genuine issue of fact created under a claim of inverse condemnation?

(c) Possible constitutional question of whether, under the guise of police power, defendants can so affect plaintiffs' access to Front Street as to lose to plaintiffs substantial property values and thus create a taking irrespective of the alleged justification of police power.

No. 7 SUMMARY OF ARGUMENTS

Defendants created a de facto throughway by preventing plaintiffs' access to Front Street through elimination of on-street parking in front of plaintiffs' premises and by closing two curb cuts which prohibited plaintiffs from having access to loading docks fronting on Front Street from which plaintiffs delivered and received merchandise. Front Street became a State highway pursuant to certain agreements between the City and the State as set forth in plaintiffs' complaint. ORS 374.095 requires the State to provide access when the creation of a throughway deprives an abutting owner of access.

Alternatively, defendants have inversely condemned plaintiffs' property by denying plaintiffs' access to Front Street. An alley in the rear of plaintiffs' property does not provide reasonable access. To gain access under the defendant City's position, plaintiffs would have to demolish or substantially alter the existing buildings. Plaintiffs' evidence is that demolition is the only practical solution. This causes a diminution in value of plaintiffs' real property in the amount of $298,500. That diminution is established by the affidavit of David Lau, a qualified appraiser.

No. 8 SUMMARY OF FACTS

The facts appear in affidavits. Plaintiffs moved for partial summary judgment (on the liability aspect of the case) supported by the affidavits of Joe Eoff and David Lau. These affidavits are reproduced in the appendix.

Defendant City moved for summary judgment supported by affidavits. Two of these affidavits are reproduced in the appendix. These are the affidavits of Sidney D. VanDyke and Ralph W. Lambert.

When the case was in the posture of cross motions for summary judgment, plaintiffs moved that the affidavits supporting plaintiffs' motion for summary judgment be considered as affidavits opposing the defendant City's motion for summary judgment.

As illustrated by the photos attached to Mr. Lambert's affidavit, the Eoff property is in the middle of a block, fronts on and abuts Front Street. Three buildings comprise the Eoff property. The west wall of each of the buildings is flush with the east line of Front Street. Eoff Electric has been doing business in this location since 1939 (Eoff Affidavit, A-7).

The manner in which Eoff Electric used these buildings prior to August 1982 is set forth in Joe Eoff's affidavit as follows:

> "Curb cuts served the south building and the north building. Trucks backed up to the north building through a curb cut to a door which opened on a freight elevator which could be adjusted to the height of a truck bed. This was used daily to both receive freight and deliver merchandise to customers. At least twice a week we received shipments of large lamps which were unloaded in the north building via the elevator. The north building warehoused these lamp shipments.

> The main loading dock for Eoff Electric Company was at the south building served by another curb cut. Eoff Electric received and shipped merchandise from this dock.
>
> Many customers would telephone in an order which Eoff Electric would assemble and place in 'will call'. The customer would normally park on street in front of the buildings, come into the business and take delivery of his order. This was a substantial percent of the Eoff Electric business. When parking was eliminated on Front Street, Eoff Electric Company could no longer serve customers in that manner."

By June or July 1982 Front Street had been reconstructed into a four lane highway with a center divider, the Front Street By-Pass. On-street parking along the east side of Front Street was eliminated for several blocks including the block in which the Eoff property is situated. A bicycle lane was marked along the east side of Front Street in this area.

A new curb was placed which eliminated the curb cuts serving plaintiffs' loading dock.

In short, plaintiffs had no access to Front Street.

There is an alley in the rear but this proved to be unsuitable. Plaintiffs could not serve the business of Eoff Electric via the alley. The upshot was that in August 1982 plaintiffs were required to move the Eoff Electric business from the Front Street location.

Plaintiffs' property on Front Street was put up for sale or rent. As of August 1984 there had been no sale and no renter.

David Lau is a qualified appraiser doing business in Salem. He testified by affidavit that the buildings on plaintiffs' real property are valueless; that the only practical use of the property is for redevelopment which will require demolition of the buildings (Lau Affidavit, A-12).

Lau appraised plaintiffs' land at $164,500, buildings at $213,500. Demolition of the buildings will cost $85,200 (Eoff affidavit). Thus, plaintiffs have had taken from them real property values of $298,700.

Neither the City nor the State take issue with the foregoing.

The evidence offered by the City is to the general effect that parking was eliminated on Front Street to give preference to bicycles and moving vehicles; that because the west wall of plaintiffs' buildings is flush with the east line of Front Street, trucks serving loading docks via the curb cuts in Front Street protruded into the street and thus "illegally" obstructed a portion of the street. The affidavit of Van Dyke states that "there is no means for trucks to enter the building." The inference of his affidavit is that if plaintiffs remove the buildings or alter them so trucks can entirely enter the buildings, access to Front Street could possibly be granted.

ASSIGNMENT OF ERROR NUMBER ONE

The trial court erred in ruling that plaintiffs' second amended complaint failed to state a claim against the State for specific performance.

ARGUMENT RE SPECIFIC PERFORMANCE

Our first premise is that defendants have created a throughway. A throughway is defined as follows:

Did P make demand for specific perf.?

> "ORS 374.010. As used in ORS 374.005 to 374.095, 'throughway' means a highway or street especially designed for through traffic, over, from or to which owners or occupants of abutting land or other persons have no easement of access or only a limited easement of access, light, air or view, by reason of the fact that their property abuts upon the throughway or for any other reason."

also

> "ORS 487.005(3) 'Throughway' means every highway, street or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street or roadway."

By ORS 374.015(3) the power of the State to create throughways extends to State highways within the corporate limits of cities and to city streets.

Defendants will argue that the State has to formally "designate" a roadway as a throughway. But, we think a de facto throughway fits the statutes. For instance: ORS 374.030 speaks to "design" and "regulation", which would include prohibiting parking, as creating a throughway. Paragraph (3) of that section restricts access.

In fact, Front Street as improved under the agreement between the State and City to create the Front Street By-Pass meets the physical criteria of ORS 374.030, i.e., central dividing sections, raised curbings, separate roadways, etc. (See plaintiffs' complaint, attachment to affidavit of Ralph W. Lambert, and affidavit of Van Dyke.)

ORS 374.095 provides that when an existing highway, or any section thereof, is converted to a throughway and abutting owners are affected, which are dependent upon the existing highway, the Department of Transportation shall provide an access road.

That relief is sought by plaintiffs' first cause of claim.

ASSIGNMENT OF ERROR NUMBER TWO

The trial court erred in granting summary judgment for the defendants.

ARGUMENT RE INVERSE CONDEMNATION

It is well established that an abutting owner has a right of access to the street or highway upon which his property abuts. State Highway Commission vs. Burk, 200 Or 211, 228, 265 P2d 783 (1954).

Thus we start with the premise that plaintiffs have a right of access to Front Street. Defendants argue that under the police power parking can be eliminated on Front Street and plaintiffs' curb cuts closed. There are Oregon cases supporting this argument to some extent. Oregon Investment Co. vs. Schrunk, 242 Or 63, 408 P2d 89 (1965) is a case closely in point to the instant case.

In the Schrunk case the court states the rule that the right of access is subservient to the primary rights of the public to free use of the streets but cites cases from which the court notes the principle that "the interference with the abutting owner's rights of access, held in these cases not to be a 'taking', was incidental to the carrying out of a legitimate public purpose."

But, in the Schrunk case, plaintiffs' right of access to other streets was unimpaired. This led the court to note a general rule that where there is a right of access to only one street, the owner may not be deprived of it by a municipality unless compensation is given. The court went on to say:

> "We have no occasion to express an opinion as to whether vehicular access may be denied to an abutting owner whose property fronts on only one street. We agree, however, with those courts which hold that where property fronts on more than one street, access may be denied, under particular circumstances, at one of the streets if adequate means of access remain to the owner at the other street or streets." Pg. 72-73.

Later cases have treated alternate access as being the saving grace for municipalities in determining whether elimination of access to a particular street is a "taking" requiring compensation.

One of these cases is Boese vs. City of Salem, 40 Or App 381, 595 P2d 822 (1978). The Court of Appeals quoted from Schrunk and emphasized the phrase " * * if adequate means of access remain to the owner at the other street or streets * * . " The court then held that the record showed plaintiffs to have adequate access to their property from another street and reversed the judgment for plaintiff.

Boese notes the constitutional question involved (pg. 384).

Argo Investment vs. Department of Transportation, 66 Or App 430, 674 P2d, 620 (1984) involved the principle of adequate alternate access. Salem vs. Truax, 70 Or App 138, 688 P2d 120 (1984) was decided on something akin to that principle although the emphasis was on "interference" with access rather than elimination of access.

An interesting case is Douglas County vs. Briggs, 34 Or App 409, 578 P2d 1261 (1978); 286 Or 151, 593 P2d 1115 (1979). Plaintiffs had access to two roads, one on the north of the property, the other on the south. The highest and best use of plaintiffs' property was commercial. Access to the north road was eliminated when Douglas County declared that road a throughway. The trial court found that for commercial use the south road was not adequate and adjudicated a compensible taking.

The Court of Appeals relied on the Schrunk case and held that,

> "When restrictions on access are imposed, whether or not adequate access remains available, is a question of fact which must be determined in light of the highest and best use of the affected property." (pg 414)

The trial court was affirmed.

The Oregon Supreme Court affirmed the ourt of Appeals but on the basis of a statutory scheme which is the counterpart of the statutory provisions relating to the State when the State creates a throughway. We have discussed these under our specific performance contention.

In the course of its opinion in the Douglas County case, the Oregon Supreme Court stated:

> "But for the statute previously discussed, the question of whether loss of adequate and reasonable access would be compensible is one of constitutional magnitude. However, the questions of the highest and best use of particular propety and whether its access to a public road for such use is adequate and reasonable or has been impaired are not questions of constitutional magnitude or of law, but are questions of fact that relate to the question of value."

Based on these decisions plaintiffs here contend that they have been deprived of adequate and reasonable access to Front Street and thus a fact question is presented.

Plaintiffs' position is augmented by the magnitude of the injury. This alone would constitute a taking.

In support of this latter point we cite Fifth Avenue Corp., vs. Washington County, 282 Or 591, 614, 581 P2d 50 (1978) where the court said that down zoning could create an inverse condemnation situation if the new zoning "results in such governmental intrusion as to inflict virtually irreversible damage" citing Thornberg vs. Port of Portland, 233 Or 178, 192, 376 P2d 100 (1963) and Lincoln Loan vs. State Highway Commission, 274 Or 49, 56, 545 P2d 105 (1976).

Thornberg was an action for inverse condemnation based on the proximity of plaintiff's property to the Portland Airport.

Plaintiffs claimed that the noise of jet aircraft taking off and landing made their property unusable. The court affirmed inverse condemnation in this situation and sent the case back for a new trial.

The new trial resulted in another appeal. That case is found at 244 Or 69, 415 P2d 750 (1966). On this second appeal the Oregon Supreme Court stated a rule as follows:

> "The proper test to determine whether there has been a compensable invasion of the individual's property rights in a case of this kind is whether the interference with use and enjoyment is sufficiently direct, sufficiently peculiar, and of sufficient magnitude to support a conclusion that the interference has reduced the fair market value of plaintiff's land by a sum certain in money. If so, justice as between the State and the citizen requires the burden imposed to be borne by the public and not by the individual alone."

We submit that defendants have taken such substantial values from plaintiffs that there is inverse condemnation. At least, there is an issue of fact as to whether plaintiffs have adequate and reasonable access. If a jury finds that fact favorably to plaintiffs, there is inverse condemnation and the jury will determine plaintiffs' damage.

Respectfully submitted,

ASA L. LEWELLING, OSB 39029
Attorney for Plaintiffs-
Appellants

ABSRACT OF RECORD

This matter commenced with a complaint filed May 31, 1984. Each defendant filed a Rule 21 motion on the ground that the complaint failed to state ultimate facts sufficient to constitute a claim. The complaint was amended relative to matters which did not affect defendants' motions. The trial court upheld the State's motion and overruled the City's motion.

Thereafter, plaintiff filed a second amended complaint. This complaint is the basis of the issues on appeal. The material parts of the second amended complaint are as follows:

FIRST CAUSE
(Specific Performance)

I

Alleges incorporation of plaintiff Eoff Electric Co.

II

Alleges ownership and description of real property involved.

III

Said real property is located on the east side of Front Street between State and Court Streets. That portion of Front Street is part of the Front Street Bypass to which reference is hereinafter made. The property is improved by buildings fronting on State Street. The front wall, i.e., west wall of said buildings, is approximately flush with the east line of Front Street as Front Street presently exists. The property is in the approximate middle of the block and has no access to either State or Court Streets. There is an alley at the rear of said buildings.

IV

At all times material herein, Joseph Eoff leased the above described real property owned by him to plaintiff Eoff Electric Co. For many years prior to September 1982, plaintiff Eoff Electric Co. conducted business in said buildings. Said business consisted primarily of wholesale sale of products related to the transmission and use of electricity. Parking was available in front of said buildings on Front Street. Eoff Electric Co. maintained two loading docks abutting onto Front Street available through curb cuts opposite doors in the west wall of the buildings. Two-thirds of the merchandise received into or shipped from the business went across said docks. Customers were served via the Front Street entrance. The entire business of Eoff Electric was oriented to Front Street access.

V

In 1977, defendants entered into an agreement with each other known as "99E Redesignation Agreement" which provided, in substance, that a portion of Front Street between Division Street and Trade Street (and including Trade Street to Church Street) would be improved to acceptable standards so that said portion of Front Street could be redesignated for and become Pacific Highway East (99E). In that agreement defendant State agreed to so redesignate that portion of Front Street above mentioned as Pacific Highway East when Front Street had been improved to standards acceptable for the routing of highway traffic. In that agreement and in provisions relating to the "Front Street Bypass" defendant City agreed to "eliminate on-street parking where necessary to accommodate four lanes of traffic along Front Street between Division and Trade Streets". Pursuant to that agreement Front Street has been designated State Highway 99E.

VI

Later, and as part of the project contemplated by said 99E Redesignation Agreement, defendants entered into a further agreement identified as Miscellaneous Contracts and Agreements No. 6119 "Construction-Finance Agreement Interstate Transfer Project". The substance of that contract was to provide for the construction of the "Division Street-Church Street Section of the Front Street Bypass" designated in that contract as the "Project". The project included provisions for construction of sidewalks and bikeways. In that contract the State assumed sole control over the Project from engineering to and including award of construction contracts. Said contract provided that upon completion of the Project defendant City would operate and maintain the Project in a manner satisfactory to the State.

VII

Sometime prior to July 1982 and pursuant to the above described agreements defendants constructed the "Front Street Bypass" by widening Front Street to four traffic lanes, two for south bound traffic, two for north bound traffic. A median strip divided south bound lanes from north bound lanes. Defendant Oregon State Department of Transportation diverted traffic from the Center Street bridge onto Front Street and is constructing ramps from other bridges to divert traffic to Front Street. Said improvement of Front Street closed plaintiffs' curb cuts.

VIII

The configuration of Front Street after creation of the bypass, plus the increased flow of traffic thereon, caused a large increase in traffic through thealley bisecting Block 48 north and south. That and the orientation of the Hoff Electric business to Front Street made use of the alley in the area between State Street and Court Street impractical. Said alley does not afford reasonable access to plaintiffs' property.

IX

In June 1982 defendants created a bicycle trail on Front Street consisting of a lane of bicycle travel adjacent to and abutting the east curb of Front Street in front of plaintiffs' property. Said bicycle trail is appropriately designated and signed as a bicycle lane or trail. In July 1982 defendants prohibited parking in the area of Front Street immediately in front of plaintiffs' buildings. Said actions of defendants denied plaintiffs access to the above described property and buildings from Front Street and thereby created a throughway out of that portion of Front Street immediately in front of and adjacent to plaintiffs' real property.

X

By reason of the foregoing plaintiffs have been denied reasonable access to their properties. The elimination of plaintiffs' access to Front Street as heretofore set forth was done by defendants pursuant to said contracts.

XI

Defendants failed to provide a utility or service road to plaintiffs' property as required by ORS 374.095.

XII

Because of the lack of access, plaintiff Eoff Electric Co. was required to move its business to a different location in September 1982 leaving the buildings on Front Street vacant and useless. Plaintiff Eoff Electric Co. lost substantial business prior to moving because of lack of access. The highest and best use of plaintiffs' properties is commercial. The properties cannot be so used. Plaintiffs' properties have to be redeveloped which will require the demolition of the buildings. The reasonable cost of demolishing the existing buildings is $85,000.00.

SECOND CAUSE

(Inverse Condemnation)

XIII

Plaintiffs hereby reallege paragraphs I through XII of their first cause herein.

XIV

The actions of defendants as heretofore described herein have rendered plaintiffs' buildings valueless. Prior to defendants' actions as alleged herein, plaintiffs' buildings had a fair market value of $213,500.00, the land a fair market value of $164,500.00, total value $378,000.00. The highest and best use for plaintiffs' properties as presently situated is for redevelopment which will require the demolition and removal of the buildings. The cost of demolition of said buildings is $85,000.00 which in turn reduces the present value of the land.

XV

By reason of defendants' described actions, defendants have taken from plaintiffs' real property interests of a value of $298,500.00.

XVI

Plaintiffs are entitled to an award of attorney's fees pursuant to ORS 20.085

* * * * *

In August 1984 plaintiffs filed a motion for partial summary judgment. That motion is as follows:

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MARION

EOFF ELECTRIC CO. and JOSEPH EOFF,)
Plaintiffs,)
vs.)
CITY OF SALEM and the OREGON STATE DEPARTMENT OF TRANSPORTATION,) No. 149 260
Defendants.)

MOTION FOR PARTIAL SUMMARY JUDGMENT

Plaintiffs hereby resist defendants' motions to dismiss and move for partial summary judgment, to-wit: a judgment that defendants' actions in altering Front Street as alleged in plaintiffs' complaint, created a taking of plaintiffs' property under the rules of inverse condemnation leaving only the issue of compensation for further adjudication.

In support of this motion will be read the attached affidavits of Joseph Eoff and David J. Lau.

ORCP 47.

Asa L. Lewelling, OSB 39029
Attorney for Plaintiffs

I certify that I served the foregoing Motion by placing a certified true copy thereof in a sealed envelope with postage prepaid to

David J. DeMartino
Assistant City Attorney
555 Liberty St. SE
Salem OR 97301

Leslie B. Hampton
Assistant Attorney General
Justice Dept. Trial Division
Salem OR 97310

this 30th day of August, 1984.

Asa L. Lewelling, OSB 39029
Attorney for Plaintiffs

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EOFF ELECTRIC CO., and JOSEPH EOFF,	)	
Plaintiffs,	)	
vs.	)	
CITY OF SALEM and the OREGON STATE DEPARTMENT OF TRANSPORTATION,	)	No. 149 260
Defendants.	)	

AFFIDAVIT

STATE OF OREGON

County of Marion

I, JOSEPH EOFF, being first duly sworn, depose and say:

I am the controlling stockholder of Eoff Electric Company and chief executive of that company. I am also one and the same person as Joseph Eoff, one of the plaintiffs in the above entitled cause.

The business of Eoff Electric is wholesale electrical supply business catering to electrical contractors, the forest products industry and public utilities.

In 1939 this business moved from a location on Court Street in Salem (present location of the Court Street Dairy Lunch) to Front Street occupying what is now the center building of the three buildings existing on the real property described in our above captioned complaint. The building on the north was occupied by Keith Brown Building Supply and on the south was a residence.

In the intervening years the residence was demolished and a building built for the use of Eoff Electric on that location. The building on the north was acquired in the early 40's and occupied by Eoff Electric. For several years prior to August 1982 Eoff Electric Company conducted its business fully occupying the three buildings mentioned, each of which faces on Front Street. The west wall of each building is on the west property line which is the east line of Front Street.

Curb cuts served the south building and the north building. Trucks backed up to the north building through a curb cut to a door which opened on a freight elevator which could be adjusted to the height of a truck bed. This was used daily to both receive freight and deliver merchandise to customers. At least twice a week we received shipments of large lamps which were unloaded in the north building via the elevator. The north building warehoused these lamp shipments.

The main loading dock for Eoff Electric Company was at the south building served by another curb cut. Eoff Electric received and shipped merchandise from this dock.

Many customers would telephone in an order which Eoff Electric would assemble and place in "will call". The customer would normally park on street in front of the buildings, come into the business and take delivery of his order. This was a substantial percent of the Eoff Electrical business. When parking was eliminated on Front Street, Eoff Electric Company could no longer serve customers in that manner.

By June or July 1982 Front STreet had been reconstructed into a four lane highway with center divider. On street parking was eliminated on both sides of Front Street for several blocks including the block in which Eoff Electric's buildings are located. A new curb was placed on the east side of Front Street closing the curb cuts serving the Eoff Electric Company business. A bicycle lane was marked along the east side of Front Street for several blocks including along the block in which the Eoff Electric buildings are located. This deprived the Eoff Electric Company business from access to Front Street.

The alteration of Front Street also created a problem in the alley behind the Eoff Electric business. The alley was constantly congested with vehicles attempting to avoid traveling on Front Street. It became obvious that the Eoff Electric business could not be served from the alley.

When parking was eliminated on Front Street in the area of the Eoff Electric buildings, our ability to receive and ship merchandise was cut by two-thirds. We attempted to overcome this by delivering to customers but this did not adequately serve them. We lost customers and had a volume of customer complaints.

It became apparent to me that Eoff Electric could not continue in business at the Front Street location because of the lack of access to Front Street. So I began looking for a new location. I put the Eoff Electric buildings up for sale.

I moved the business of Eoff Electric from the Front Street location in August 1982.

The buildings on Front Street are still up for sale and I have had no offers. The buildings are not rentable.

When David J. Lau rendered his opinion to me that the buildings were valueless, I contacted the Houck-Carrow Company concerning demolition. This company demolishes buildings. I received a bid of $85,200 as the cost of demolishing the buildings on Front Street as evidenced by the letter from Houck-Carrow Company attached hereto and marked Exhibit A.

Joseph Eoff

Subscribed and sworn to before me this [illegible] day of August, 1984.

Notary Public for Oregon
My commission expires: 12-5-86

A-11

Houck—Carrow Corp.
General Contractors

4952 Portland Road NE • Salem, Oregon 97303 • Phone 393-7117

February 1, 1984

Joe Eoff
P. O. Box 709
Salem, OR 97308

Dear Joe:

We will perform the demolition on the structure located at 156 N. Front Street for the sum of $85,200. and the salvage.

The amount quoted above includes the demolition of the structure, the removal of the footings and foundation, the hauling and disposing of the debris, the procurement of all necessary licenses and permits, the providing of all safety apparatus to protect all vehicular and pedestrian traffic, the capping of the sanitary sewer and the disconnecting of the utilities.

For your protection, we carry $300,000/500,000 liability and $1,000,000 property damage blanket insurance. All workmen are covered by workmen's comprehensive.

Thank you for the opportunity to quote, and should there be any questions or additional information needed, please contact me at 393-7117.

Sincerely,

C. T. Houck, President
Houck-Carrow Corp.

EXHIBIT A

CTH:fl

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EOFF ELECTRIC CO., and JOSEPH EOFF, Plaintiffs, vs. CITY OF SALEM and the OREGON STATE DEPARTMENT OF TRANSPORTATION, Defendants.	No. 149 260

AFFIDAVIT

STATE OF OREGON

County of Marion

I, David J. Lau, being first duly sworn, depose and say:

I graduated from the University of Idaho in 1956 and began work as an appraiser for Prudential Insurance Company in 1957. In the course of doing practical appraisal work for Prudential, I acquired the experience and qualifications necessary to become and did become a member of the American Institute of Real Estate Appraisers in 1964. I have been self-employed as an appraiser since 1970 and presently work out of an office in Salem, Oregon. I am certified as a M.A.I. and regularly do appraisal work for public bodies such as the City of Salem and State of Oregon.

At the request of Joe Eoff I examined the Eoff properties on Front Street in Salem for the purpose of an appraisal and did make such an appraisal.

I am of the opinion that prior to the alteration of Front Street whereby parking was eliminated on the east side in front of the Eoff properties and the curb cuts serving that property were closed, the Eoff property had a value of $378,000 consisting of a land value of $164,500 and a value of $213,500 for the buildings.

After the alteration of Front Street the buildings do not have adequate access. Therefore the buildings are valueless.

Access via the alley is not practical for the property as it presently exists. The only practical use of the Eoff property is for redevelopment. This requires demolition of the buildings. Consequently the land value is diminished by the cost of demolition.

David J. Lau

Subscribed and sworn to before me this 28th day of August, 1984.

Notary Public for Oregon
My commission expires: 12-15-86

After its Rule 21 motion was overruled and in March 1985, defendant City filed a motion for summary judgment, the pertinent parts of which are as follows:

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EOFF ELECTRIC CO., and JOSEPH EOFF, Plaintiff, vs. CITY OF SALEM and the OREGON STATE DEPARTMENT OF TRANSPORTATION, Defendants.	)	MOTION FOR SUMMARY JUDGMENT No. 149260

COMES NOW the defendant City of Salem, Oregon, and moves this Court for an order entering summary judgment in its favor upon the ground that there is no genuine issue as to any material fact, and that said defendant is entitled to judgment as a matter of law.

In support of this motion, defendant relies on ORCP Rule 47B, the record herein, including the annexed affidavits and the attached memorandum.

WILLIAM J. JUZA, City Attorney

By: /s/ David J. DeMartino
David J. DeMartino
Assistant City Attorney

OF ATTORNEYS FOR DEFENDANT
CITY OF SALEM

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EOFF ELECTRIC CO., and
JOSEPH EOFF,
Plaintiff,

No. 149260

vs.

CITY OF SALEM and the
OREGON STATE DEPARTMENT
OF TRANSPORTATION,
Defendants.

AFFIDAVIT OF RALPH W. LAMBERT

STATE OF OREGON) ss.
County of Marion)

I, RALPH W. LAMBERT, being first duly sworn, depose and say that:

I am now and since October 27, 1972 have been employed by the City of Salem, Oregon as a Project Engineer and Chief Design Engineer in the Engineering Division of the Department of Public Works. I am a graduate civil engineer and since July 1973 have been a registered professional engineer in the State of Oregon.

As a project engineer and chief design engineer, I have been involved in various city projects and have worked with the planning, the budgeting, the preliminary and final designing, and the awarding of such projects. I also perform liaison functions where city projects involve working with the State of Oregon, Marion County, and other units of local government.

I was the project engineer on the Division Street-Trade Street section of Front Street. I was also involved with the planning of the project. A project planning objective was developing a free flow of traffic and accommodating an anticipated increase in the volume and speed of traffic. Another project objective was to provide facilities for bicyclists. However Front Street is not a limited access road.

The Oregon State Highway Division prepared the construction plans for the project. As project engineer, I was the liaison between the City of Salem and the Highway Division engineers. No right of way was needed or acquired from plaintiffs.

There is no measurable distance between the back of the sidewalk in public right-of-way and the plaintiff's loading dock. The sidewalk width is 6 feet 5 inches; and the distance between the westerly edge of the sidewalk and face of the curb is 8 feet 1 inch.

Attached hereto and market Att. 1 is a photograph showing the subject property and the adjacent streets before the construction of the project. Attached hereto and marked Att. 2 is a photograph showing the subject property and adjacent streets after the construction fo the Front Street project.

I make this affidavit for use by the defendant City of Salem and the defendant State of Oregon in connection with their respective motions for summary judgment to be filed herein.

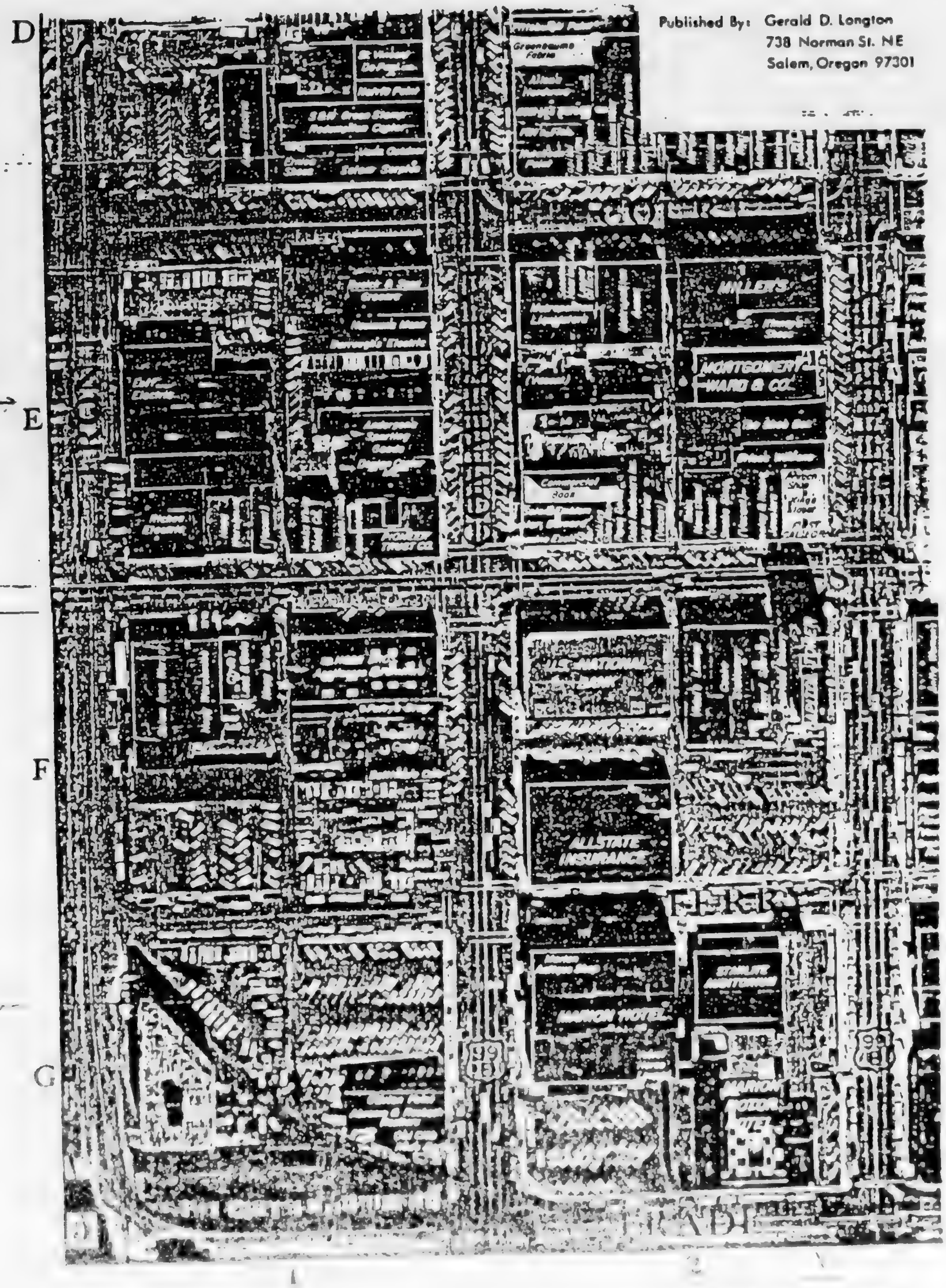
RALPH W. LAMBERT

SUBSCRIBED AND SWORN to before me this 26th day of February, 1985.

D. J. Dealy-Brown[illegible]

Notary Public for Oregon
My Commission Expires: 1/27/87

A-17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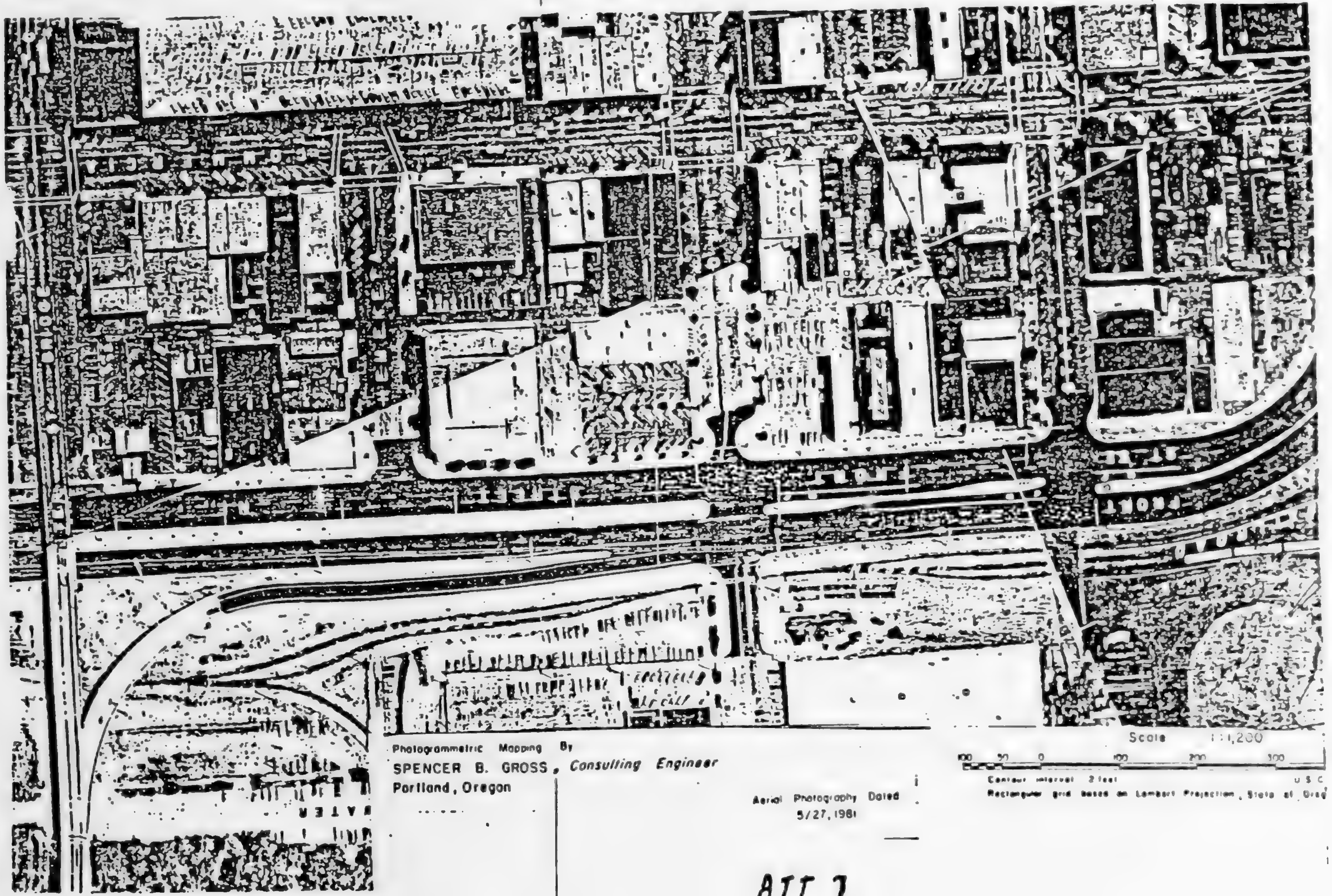
MILLER'S
MONTGOMERY WARD & CO.
U.S. NATIONAL BANK
ALLSTATE INSURANCE
MARION HOTEL
99

Published By: Gerald D. Longton
738 Norman St. NE
Salem, Oregon 97301

SALEM

1967

ATT. A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Photogrammetric Mapping By
SPENCER B. GROSS, *Consulting Engineer*
Portland, Oregon

Aerial Photography Dated
5/27, 1981

Contour interval 2 feet
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Rectangular grid based on Lambert Projection, State of Oreg

ATT 2

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EOFF ELECTRIC CO., and)
JOSEPH EOFF,)
)
Plaintiff,)
) No. 149260
vs.)
)
CITY OF SALEM and the)
OREGON STATE DEPARTMENT)
OF TRANSPORTATION,)
)
Defendants.)

AFFIDAVIT OF SIDNEY D. VANDYKE

STATE OF OREGON)
) ss.
County of Marion)

I, SIDNEY D. VANDYKE, being first duly sworn, depose and say that:

I have been employed by the City of Salem for the past 15 years. My present job is Traffic Administrator with the Transportation and Development Division of the Department of Public Works. I am a graduate of Oregon State University. I have had over 23 years experience in street and highway design and construction with the City of Salem and my former employer, Oregon State Highway Division.

As Traffic Administrator, I am involved with most phases of traffic engineering including the planning of projects, particularly the traffic control provisions for the convenience and safety of the motoring public utilizing city streets.

I was involved with the planning of the Division Street-Trade Street section of the Front Street project. The project was designed to provide for a freer flowing and safer traffic pattern, with less delay to the motorist.

Prior to the Front Street project, Front Street was a two-lane street with two sets of railroad tracks side by side at the center of the street. The street was in a poor state of repair. Parking on the street was permitted and many of the businesses, such as EOFF Electric, received merchandise from a loading dock on Front Street, and in the process, trucks were parked at right angles extendin into Front Street and blocking traffic for the northbound lane of Front Street. In 1977 the Center Street off-ramp for southbound traffic onto Front Street was open increasing traffic 500 percent. At the same time pedestrian safety became a critical problem. In 1977, parking stalls started to be eliminated on Front Street and trucks serving plaintiffs were often cited for traffic violations for blocking traffic. This would occur when plaintiffs' loading dock was utilized.

After reconstruction of Front Street in October, 1981, there were three lanes of traffic and a left turn lane northbound and three lanes southbound in the block facing EOFF Electric south of the Center Street bridge, a landscaped median along the Center of the street, and the railroad tracks were removed from the street.

For the safety and protection of those motorists and to promote a freer flow of traffic, it was determined that it was necessary to completely remove curb parking. This was based on generally accepted engineering practices for maintaining capacity and reducing hazards on high volume streets. Among the references is the "Salem Area Transportation Study Street Right-of-Way and Building Setback Study", April 1975, which in Table 1, page 12 indicates an arterial will have only an emergency parking lane. On page 20, in Chapter 4 "Policy Issues", for parking lanes is "All on-street parking on arterials, expressways, and freeways should be prohibited." (Ex. 1). By reason of the elimination of the curb parking curb unloading was eliminated. Use of the loading dock was always illegal since trucks extending into the traffic lanes blocked traffic creating a hazard to motorists.

The curb cut adjacent to plaintiffs' property was eliminated during construction since there was no legal means for trucks to utilize the curb cut and the loading dock without blcking traffic, contrary to ORS 487.580. There is no means for trucks to enter the building. Under Salem Revised Code Chapter 80.010, plaintiffs may make application for a driveway for ingress or egress of the vehicles from the street to the property, in which case the curb cut would be restored if plaintiffs showed it could be legally used. To my knowledge no application was ever made by plaintiffs.

I make this affidavit for use by defendant City of Salem and defendant State of Oregon in connection with their respective motions for summary judgment to be filed herein.

/s/ Sidney D. VanDyke
SIDNEY D. VANDYKE

SUBSCRIBED AND SWORN to before me this 26th day of February, 1985

/s/ William G. Blair
Notary Public for Oregon
My Commission Expires: 12/1/85

SALEM AREA TRANSPORTATION STUDY

STREET RIGHT-OF-WAY AND BUILDING SETBACK STUDY

April, 1975

TABLE I

BASIC MINIMUM RIGHT-OF-WAY REQUIREMENTS

	VEHICULAR COMPONENTS			NON-VEHICULAR COMPONENTS						
					BORDER AREA					
FUNCTIONAL CLASS	TRAVEL LANE	EMERGENCY OR PARKING LANE	TOTAL WIDTH	MEDIAN	BIKE WAY	PEDESTRIAN PATHS OR SIDEWALKS	PLANTING STRIP	TOTAL WIDTH	BASIC MINIMUM RIGHT OF WAY WIDTH	DISTANCE TO ③ FUTURE PROPERTY LINE
EXPRESSWAY	Total 48' 4 @ 12'	Total 20' Right Shoulder (Gravel) 2 @ 10'	68'	2'	Located in Planting Strip	Located in Planting Strip	Total 40' Combined	40'	110'	55'
PRINCIPAL ARTERIAL	Total 50' ① 2 IL 2 OL @ @ 12' 13'	Total 10' Emergency Lane 2 @ 5'	60'	1'	Total 8' ② 1 SW/BW Combination	Total 5' 1 @ 5'	Total 10' Combined	23'	84'	42'
MINOR ARTERIAL	Total 24' 2 @ 12'	Total 10' Emergency Lane 2 @ 5'	34'	Not Applicable	Total 8' ② 1 SW/BW Combination	Total 5' 1 @ 5'	Total 11' Combined	34'	68'	34'
COLLECTOR	Total 22' 2 @ 11'	Total 16' 2 @ 8'	38'	Not Applicable	Total 8' ② 1 SW/BW Combination	Total 5' 1 @ 5'	Total 9' Combined	22'	60'	30'
LOCAL	- - -	- - -	- - -	Not Applicable	- - -	- - -	- - -	- - -	60'	60'

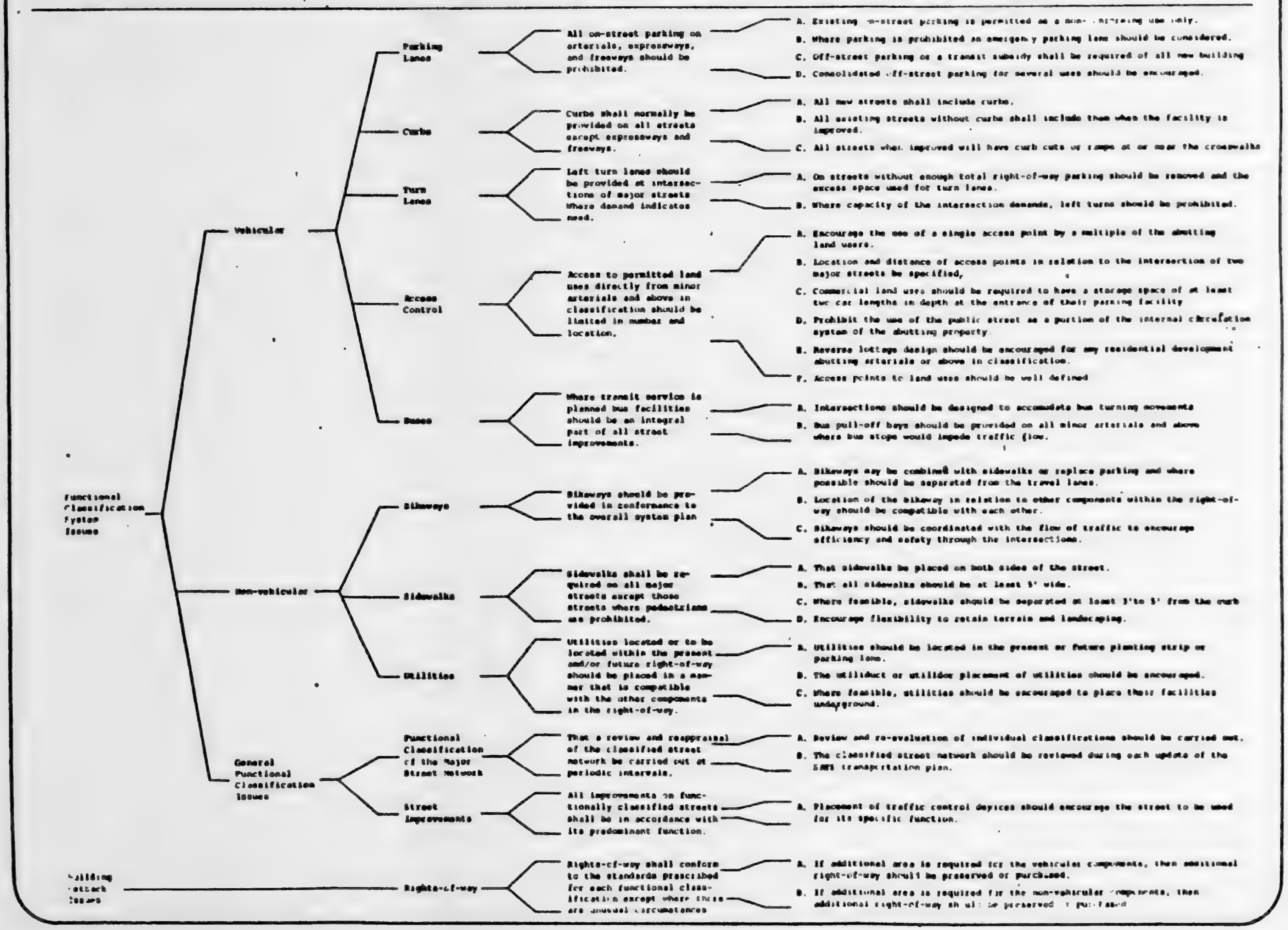
① IL: Inside Lane - OL: Outside Lane

② SW/BW Sidewalk-Bikeway Combined

③ Calculated at right angles from the specified center line.

CHART 4

POLICY ISSUES



		Issue	Policy Statement	Recommendations
Functional Classification System Issues	Vehicular	Parking Lanes	All on-street parking on arterials, expressways, and freeways should be prohibited.	A. Existing on-street parking is permitted as a non-increasing use only. B. Where parking is prohibited an emergency parking lane should be considered. C. Off-street parking or a transit subsidy shall be required of all new building D. Consolidated off-street parking for several uses should be encouraged.
		Curbs	Curbs shall normally be provided on all streets except expressways and freeways.	A. All new streets shall include curbs. B. All existing streets without curbs shall include them when the facility is improved. C. All streets when improved will have curb cuts or ramps at or near the crosswalks
		Turn Lanes	Left turn lanes should be provided at intersections of major streets where demand indicates need.	A. On streets without enough total right-of-way parking should be removed and the excess space used for turn lanes. B. Where capacity of the intersection demands, left turns should be prohibited.
		Access Control	Access to permitted land uses directly from minor arterials and above in classification should be limited in number and location.	A. Encourage the use of a single access point by a multiple of the abutting land users. B. Location and distance of access points in relation to the intersection of two major streets be specified, C. Commercial land uses should be required to have a storage space of at least two car lengths in depth at the entrance of their parking facility D. Prohibit the use of the public street as a portion of the internal circulation system of the abutting property. E. Reverse lottage design should be encouraged for any residential development abutting arterials or above in classification. F. Access points to land uses should be well defined
		Buses	Where transit service is planned bus facilities should be an integral part of all street improvements.	A. Intersections should be designed to accomodate bus turning movements B. Bus pull-off bays should be provided on all minor arterials and above where bus stops would impede traffic flow.
	Non-vehicular	Bikeways	Bikeways should be provided in conformance to the overall system plan	A. Bikeways may be combined with sidewalks or replace parking and where possible should be separated from the travel lanes. B. Location of the bikeway in relation to other components within the right-of-way should be compatible with each other. C. Bikeways should be coordinated with the flow of traffic to encourage efficiency and safety through the intersections.
		Sidewalks	Sidewalks shall be required on all major streets except those streets where pedestrians are prohibited.	A. That sidewalks be placed on both sides of the street. B. That all sidewalks should be at least 5' wide. C. Where feasible, sidewalks should be separated at least 3' to 5' from the curb D. Encourage flexibility to retain terrain and landscaping.
		Utilities	Utilities located or to be located within the present and/or future right-of-way should be placed in a manner that is compatible with the other components in the right-of-way.	A. Utilities should be located in the present or future planting strip or parking lane. B. The utiliduct or utilidor placement of utilities should be encouraged. C. Where feasible, utilities should be encouraged to place their facilities underground.
	General Functional Classification Issues	Functional Classification of the Major Street Network	That a review and reappraisal of the classified street network be carried out at periodic intervals.	A. Review and re-evaluation of individual classifications should be carried out. B. The classified street network should be reviewed during each update of the SMTS transportation plan.
		Street Improvements	All improvements on functionally classified streets shall be in accordance with its predominant function.	A. Placement of traffic control devices should encourage the street to be used for its specific function.
Building Setback Issues		Rights-of-way	Rights-of-way shall conform to the standards prescribed for each functional classification except where there are unusual circumstances	A. If additional area is required for the vehicular components, then additional right-of-way should be preserved or purchased. B. If additional area is required for the non-vehicular components, then additional right-of-way should be preserved or purchased

The affidavit of Kenneth Battaile appears immaterial to the issues and is omitted.

On March 11, 1985, plaintiffs responded to the City's motion for summary judgment with a motion to have the court consider the affidavits filed with plaintiffs' motion for summary judgment as counter to the City's motion for summary judgment.

In May 1985, defendant State renewed its motion to dismiss plaintiffs' complaint now directed at plaintiffs' second amended complaint. That motion omitting the heading is as follows:

MOTION TO DISMISS COMPLAINT

Based on the court's prior ruling striking from the first amended complaint, plaintiffs' claim for specific performance and damages and based on the court's ruling set out in its letter opinion dated May 16, 1985 and by this reference incorporated herein and directed to defendant City of Salem's motion for summary judgment. Defendant State of Oregon moves the court for an order dismissing plaintiff's second amended complaint on the grounds that plaintiffs, having no vested vehicular access rights to Northeast Front Street have no cause of action against defendant City of Salem or defendant State Department of Transportation.

Dated this 24th day of May, 1985.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ Leslie B. Hampton

Leslie B. Hampton OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendants
450 Justice Building
Salem, Oregon 97310

After oral argument the trial court sustained the City's motion for summary judgment and the State's motion to dismiss. Thereafter and on June 3, 1985, judgment was entered which omitting the heading is as follows:

JUDGMENT

This matter having come before the court upon the motion of defendant City of Salem, Oregon, for summary judgment against the plaintiff; and the court having considered the filed affidavits and the written and oral arguments of the parties makes the following findings:

(1) That there is no material issue of fact in respect to plaintiff's first claim for specific performance and damages under ORS 374.095 and that defendant City of Salem is entitled, as a matter of law, to a judgment dismissing such claim against it.

(2) That there is no material issue of fact in respect to plaintiffs' claim against defendant City of Salem for damages based upon inverse condemnation and that defendant City of Salem is entitled, as a matter of law, to a judgment dismissing said claim since defendant City of Salem has not deprived plaintiffs of vehicular access to plaintiffs' property in the proper and lawful

exercise of its municipal police powers in regulating vehicular and pedestrian traffic upon the subject street.

(3) That there is no just reason to delay final judgment as to the defendant City of Salem and that final judgment be entered as to said defendant.

It further appearing that, the court has heretofore entered an order dismissing the second amended complaint as to defendant Oregon State Department of Transporation.

NOW THEREFORE, it is adjudged:

(1) That plaintiffs' second amended complaint is hereby dismissed with prejudice and that plaintiffs take nothing from the defendants.

(2) That defendant City of Salem is hereby awarded against plaintiffs its costs and disbursements of $__________.

(3) That defendant Oregon State Department of Transportation is hereby awarded against plaintiffs its costs and disbursements of $__________.

DATED this 3 day of June ~~May,~~ 1985.

Robert B. McConville

Robert B. McConville
Circuit Court Judge

DAVE FROHNMAYER
ATTORNEY GENERAL

52149
WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

June 20, 1984

RIGHT OF WAY ADMINISTRATION
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JUN 21 1984
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PMS AS CE OS TA RU
0 1 2 3 4 F
C

V. sent
6-21-84

Mr. Russ Abolt
Salem City Manager
City Hall
555 Liberty St. S.E.
Salem, Oregon 97301

Mr. William J. Jusa
City Attorney
Salem City Hall
555 Liberty St. S.E.
Salem, Oregon 97301

Re: Eoff Electric Co. v. City of Salem and Oregon Department
of Transportation
Marion County Circuit Court No. 149-260 (L-8523)

Gentlemen:

Forwarded herewith a copy of the Complaint filed in the above-referenced case. It is an Inverse Condemnation case seeking $350,000 compensation for the alleged taking of reasonable access to plaintiffs' real property. The taking is alleged to have occurred as a result of the construction of the "Front Street Bypass."

The State of Oregon, Department of Transportation, hereby tenders the State's defense to the City of Salem. As you know, the Front Street bypass was a City project financed by federal and city funds without financial contribution from the State. By contract, the State provided to the City certain design and engineering services and awarded and administered the contract. The City of Salem was responsible for and handled right-of-way acquisitions with City forces.

If the City of Salem does not accept the State's tender, the State of Oregon will look to the City to satisfy any judgment against the State and for all of its costs of defense, including its attorney fees.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:md
Enclosure
cc: John C. McCulloch, Jr.
E. S. Hunter
J. B. Boyd

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RECEIVED
STATE HWY ENGR

JUN 21 '84

REFER TO
Boyd
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

June 19, 1984

NOTED
E. S. HUNTER

J. B. Boyd
Right-of-Way Manager
120 Transportation Building
Salem, Oregon 97310

Re: Eoff Electrical Co. v. City of Salem and State of Oregon (DOT)
Marion County Circuit Court No. 149-260 (L-8523)

Dear Bruce:

Forwarded herewith, an Inverse Condemnation case filed against the City of Salem and the Department of Transportation. Plaintiffs alleged that the construction of the Front Street bypass took all reasonable access to their property to their damage in the amount of $350,000. The plaintiffs own the northerly half of Lot 6 and the adjacent southerly 49 feet of Lot 7 in Block 48, City of Salem. Block 48 is bounded by Front Street on the west, Commercial Street on the east, Court Street on the north, and State Street on the south. The subject is an interior property extending from Front Street to the alley that runs north and south through the block.

As you will recall, the Front Street project was a transfer project funded by Federal and City of Salem funds. The State let and administered the contract. I am tendering the defense of the state to the City of Salem. The City will probably not accept our defense.

As you will recall, the State won the Arco Investment Co.-Pioneer Trust Inverse Condemnation cases. The trial court held that the closing of Center Street at Front Street was an exercise of the police power and that ORS 373.050 and 373.060 were not applicable to the Front Street project. In the Arco and Pioneer Trust cases, there was no taking of access rights. The subject case is much more dangerous. It is my understanding that the subject property had legal access to Front Street in the before situation, but that a curb and sidewalk precludes vehicular access to Front Street in the after situation. Unless the closing of the access was a reasonable exercise of the police power, the plaintiffs will prevail.

For practical purposes, it is also my understanding that plaintiffs in the before situation used the unpaved portion of Front Street for parking and for the loading and unloading of trucks. The plaintiffs had no property rights in continuing to use the street in that manner. It could be a close question as to whether there was a valid exercise of the police power or a taking of property rights. If access to the alley was sufficient to serve the property at its highest and best use, we would probably have a good defense. Unfortunately the issues in this case will be factual issues to be decided by the jury.

Please determine whether we have a right-of-way file concerning this property. Also, please investigate the circumstances of the subject property in the before and after situation. I would appreciate a factual narrative report. I would assume that the City of Salem has a file on this property. Later on we will probably need a before and after appraisal. I assume that owners' demands are substantially excessive.

Sincerely
Les Hampton

md
cc: E. S. Hunter
T. W. Litchfield
Virgil Wilson

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

June 20, 1984

RECEIVED
STATE HWY ENGR
JUN 21 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

Mr. Russ Abolt
Salem City Manager
City Hall
555 Liberty St. S.E.
Salem, Oregon 97301

Mr. William J. Jusa
City Attorney
Salem City Hall
555 Liberty St. S.E.
Salem, Oregon 97301

Re: Eoff Electric Co. v. City of Salem and Oregon Department of Transportation
Marion County Circuit Court No. 149-260 (L-8523)

Gentlemen:

Forwarded herewith a copy of the Complaint filed in the above-referenced case. It is an Inverse Condemnation case seeking $350,000 compensation for the alleged taking of reasonable access to plaintiffs' real property. The taking is alleged to have occurred as a result of the construction of the "Front Street Bypass."

The State of Oregon, Department of Transportation, hereby tenders the State's defense to the City of Salem. As you know, the Front Street bypass was a City project financed by federal and city funds without financial contribution from the State. By contract, the State provided to the City certain design and engineering services and awarded and administered the contract. The City of Salem was responsible for and handled right-of-way acquisitions with City forces.

If the City of Salem does not accept the State's tender, the State of Oregon will look to the City to satisfy any judgment against the State and for all of its costs of defense, including its attorney fees.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:md
Enclosure
cc: John C. McCulloch, Jr.
E. S. Hunter
J. B. Boyd

((at 1:20pm, 6-1-84.

In the CIRCUIT Court of the State of Oregon

L-8523

NOTED
JACK L SOLLIS

for the County of Marion

EOFF ELECTRIC CO.,
and JOSEPH EOFF,

Plaintiff

vs.

CITY OF SALEM and the
OREGON STATE DEPART-
MENT OF TRANSPORTATION,

Defendant

No. 149 260

SUMMONS

To CITY OF SALEM OREGON STATE DEPARTMENT OF TRANSPORTATION

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/ Asa L. Lewelling
SIGNATURE OF OREGON RESIDENT ATTORNEY

ASA L. LEWELLING
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Marion } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

/s/ Asa L. Lewelling
ATTORNEY(S) FOR PLAINTIFF(S)

ASA L. LEWELLING
ATTORNEY AT LAW
10th FLOOR CAPITOL TOWER
388 STATE STREET
SALEM, OREGON 97301 581-2401
NAME, POST OFFICE ADDRESS AND TELEPHONE NUMBER

734-970-L-8523

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EOFF ELECTRIC CO.,)
and JOSEPH EOFF,)
)
Plaintiffs,)
)
vs.)
)
CITY OF SALEM and the)
OREGON STATE DEPARTMENT OF TRANSPORTATION,)
)
Defendants.)

Certified true and correct copy
of the whole of the original
hereof.

of attorneys for Plaintiff

No. 149 260

COMPLAINT

Plaintiffs for claims against defendants allege that:

FIRST CAUSE
(Specific Performance)

I

Plaintiff Eoff Electric Co., is a corporation duly organized, existing and authorized to do business in Oregon.

II

Plaintiffs are the owners of real property in Salem, Marion County, Oregon, more particularly described as follows:

EOFF ELECTRIC CO.

> Commencing at the southwest corner of Lot No. Seven (7) in Block No. Forty-eight (48) in the City of Salem, running thence northerly along the east line of Front Street forty-nine (49) feet, thence easterly at right angle to said line to the alley, thence southerly along the alley forty-nine (49) feet, thence westerly to the place of beginning, and the above described property being situated in Salem, Marion County, State of Oregon.

Beginning at the Northwest corner of Lot 7, Block 48, in the City of Salem, Marion County, Oregon, and running thence Easterly along the North line of said Lot, 165 feet to the alley; thence Southerly along the West side of said alley, 33½ feet; thence West parallel with the North line of said Lot, 165 feet to the East line of Front Street; thence North 33½ feet to the place of beginning. Being the Northerly 33½ feet of Lot 7, Block 48 in the City of Salem, Marion County, Oregon.

JOSEPH EOFF:

The North one-half (N1/2) of Lot Six (6), Block Forty-eight (48), Salem, Marion County, Oregon. (See Volume 1, Page 19, Record of Town Plats for said County and State.)

III

Said real property is located on the east side of Front Street between State and Court Streets. That portion of Front Street is part of the Front Street Bypass to which reference is hereinafter made. The property is improved by buildings fronting on State Street. The front wall, i.e., west wall of said buildings, is approximately flush with the east line of Front Street as Front Street presently exists.

IV

At all times material herein, Joseph Eoff leased the above described real property owned by him to plaintiff Eoff Electric Co. For many years prior to September 1982, plaintiff Eoff Electric Co. conducted business in said buildings. Said business consisted primarily of wholesale sale of products related to the transmission and use of electricity. Parking was available in front of said buildings on Front Street and Eoff Electric Co. maintained a loading dock abutting onto Front Street available through curb cuts.

((

V

In 1977, defendants entered into an agreement with each other known as "99E Redesignation Agreement" which provided, in substance, that a portion of Front Street between Division Street and Trade Street (and including Trade Street to Church Street) would be improved to acceptable standards so that said portion of Front Street could be redesignated for and become Pacific Highway East (99E). In that agreement defendant State agreed to so redesignate that portion of Front Street above mentioned as Pacific Highway East when Front Street had been improved to standards acceptable for the routing of highway traffic. In that agreement and in provisions relating to the "Front Street Bypass" defendant City agreed to "eliminate on-street parking where necessary to accommodate four lanes of traffic along Front Street between Division and Trade Streets".

VI

Later, and as a part of the project contemplated by said 99E Redesignation Agreement, defendants entered into a further agreement identified as Miscellaneous Contracts and Agreements No. 6119 "Construction-Finance Agreement Interstate Transfer Project". The substance of that contract was to provide for the construction of the "Division Street-Church Street Section of the Front Street Bypass" designated in that contract as the "Project". The Project included provisions for construction of sidewalks and bikeways. In that contract the State assumed sole control over the Project from engineering to and including award of construction contracts. Said contract provided that upon completion of the Project defendant City would operate and maintain the Project in a manner satisfactory to the State.

VII

Sometime prior to July 1982 and pursuant to the above described agreements defendants constructed the "Front Street Bypass" by widening Front Street to four traffic lanes, two for south bound traffic, two for north bound traffic. A median strip divided south bound lanes from north bound lanes. Defendant Oregon State Department of Transportation diverted traffic from the Center Street bridge onto Front Street and is constructing ramps from other bridges to divert traffic to Front Street. Said improvement of Front Street closed plaintiffs' curb cuts.

VIII

The configuration of Front Street after creation of the bypass, plus the increased flow of traffic thereon, caused a large increas in traffic through the alley bisecting Block 48 north and south and made use of the alley in the area between State Street and Court Street impractical. Said alley does not afford reasonable access to plaintiffs' property.

IX

In June 1982 defendants created a bicycle trail on Front Street consisting of a lane of bicycle travel adjacent to and abutting the east curb of Front Street in front of plaintiffs' property. Said bicycle trail is appropriately designated and signed as a bicycle lane or trail. In July 1982 defendants prohibited parking in the area of Front Street immediately in front of plaintiffs' buildings. Said actions of defendants denied plaintiffs access to the above described property and buildings from Front Street and thereby created a throughway out of that portion of Front Street immediately in front of and adjacent to plaintiffs' real property.

X

By reason of the foregoing plaintiffs have been denied reasonable access to their properties. The elimination of plaintiffs' access to Front Street as heretofore set forth was done by defendants pursuant to said contracts.

XI

Defendants failed to provide a utility or service road to plaintiffs' property as required by ORS 374.095.

XII

Because of lack of access, plaintiff Eoff Electric Co. was required to move its business to a different location in September 1982 leaving the buildings on Front Street vacant and useless to its damage for moving expense in the sum of $50,000.00. Plaintiff Eoff Electric Co. lost substantial business prior to moving because of lack of access. The only practical use of plaintiffs' properties even with a service road is as a parking lot. The reasonable cost of demolishing the existing buildings is $85,000.00.

SECOND CAUSE

(Inverse Condemnation)

XIII

Plaintiffs hereby reallege paragraphs I through XII of their first cause herein.

XIV

The actions of defendants in creating a bicycle lane and prohibiting parking in front of plaintiffs' buildings on Front Street have rendered plaintiffs' buildings valueless. The only economically feasible private use of the real property is as a parking lot which would require the demolition and removal of the buildings. The cost of demolition of said buildings equals the value of the underlying real estate.

XV

By reason of defendants' described actions defendants have taken from plaintiffs' real property of a value of $300,000.00, caused moving expense in the amount of $50,000.00, and caused a substantial loss to the business of Eoff Electric Co.

XVI

Plaintiffs are entitled to an award of attorney's fees pursuant to ORS 20.085.

WHEREFORE, plaintiffs pray for a decree herein requiring defendants to construct a utility or service road granting reasonable access to plaintiff's property, together with damages for moving expense in the sum of $50,000.00, plus $85,000.00 demolition expense and a sum for loss of business; or, in the alternative, adjudicating the values taken from plaintiffs, together with plaintiffs' moving and other expense, and entering judgment in favor of plaintiffs and against defendants in the sum of $350,000.00, together with plaintiffs' costs and disbursements herein incurred and attorney's fees.

Asa L. Lewelling, OSB 39029
Attorney for Plaintiffs

In the CIRCUIT Court of the State of Oregon

for the County of Marion

EOFF ELECTRIC CO.,
and JOSEPH EOFF,

Plaintiff

vs.

CITY OF SALEM and the
OREGON STATE DEPART-
MENT OF TRANSPORTATION,

Defendant

No. 149 260

SUMMONS

To CITY OF SALEM OREGON STATE DEPARTMENT OF TRANSPORTATION

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/ Asa L. Lewelling
SIGNATURE OF OREGON RESIDENT ATTORNEY

ASA L. LEWELLING
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Marion } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof of upon a separate similar document which you shall attach hereto.

/s/ Asa L. Lewelling
ATTORNEY(S) FOR PLAINTIFF(S)

Fwd / Scott - FYI
6-1-84 Summons & Complaint
accepted by Rachel Hatelo on
6 1 84 @ 1:20 pm

Post office address at which papers in the above entitled action may be served by mail.

ASA L. LEWELLING
ATTORNEY AT LAW
10th FLOOR CAPITOL TOWER
388 STATE STREET
SALEM, OREGON 97301 581-2401

NAME, POST OFFICE ADDRESS AND TELEPHONE NUMBER

FRED MILLER

PROOF OF SERVICE

STATE OF .... }
County of .... } ss.

I hereby certify that I made service of the foregoing summons upon the individuals and other legal entities to be served, named below, by delivering or leaving true copies of said summons and the complaint mentioned therein, certified to be such by the attorney for the plaintiff, as follows:

Personal Service Upon Individual(s)

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on* ...., *19*......, *at* ....*o'clock* ....*M.*

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on* ...., *19*......, *at* ....*o'clock* ....*M.*

Substituted Service Upon Individual(s)**

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19*......, *at* ....*o'clock* ....*M.*

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19*......, *at* ....*o'clock* ....*M.*

Office Service Upon Individual(s)**

Upon ...., *at the office which he/she maintains for the conduct of business at* ...., *by leaving such true copy with* ...., *the person who is apparently in charge, on* ...., *19*......, *during normal working hours, at to-wit:* ....*o'clock,* ....*M.*

Service on Corporations, Limited Partnerships or Unincorporated Associations Subject to Suit Under a Common Name

Upon ...., *by*
(NAME OF CORPORATION, LIMITED PARTNERSHIP, ETC.)

(a) delivering such true copy, personally and in person, to .... *who is a/the* *.................................... *thereof; OR*

(b) leaving such true copy with ...., *the person who is apparently in charge of the office of* ...., *who is a/the* *.................................... *thereof;*

*Specify registered agent, officer (by title), director, general partner, managing agent.

at ...., *on* ...., *19*......, *at* ....*o'clock* ....*M.*

DATED.., *19*........

....
SHERIFF

By..
DEPUTY

I further certify that I am a competent person 18 years of age or older and a resident of the state of service or the State of Oregon, and that I am not a party to nor an officer, director or employee of, nor attorney for any party, corporate or otherwise; that the person, firm or corporation served by me is the identical person, firm or corporation named in the action.
DATED.., *19*........

....
SIGNATURE

....
TYPE OR PRINT NAME

The signature line on the left should be used only by a sheriff or deputy of a county in Oregon; all other servers complete certificate on the right.

The Proof of Service above contains most, but not all, of the methods of service. For example, this form does not include proof of service on a minor or incompetent person. See ORCP 7D. (2) and 7 D. (3) for complete service methods on particular parties.

*** Where substituted or office service is used, the plaintiff, as soon as reasonably possible, shall cause to be mailed a true copy of the summons and complaint to the defendant at the defendant's dwelling house or usual place of abode, together with a statement of the time, date and place at which such service was made. Use SN Form No. 1149 or equivalent.*

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EOFF ELECTRIC CO.,
and JOSEPH EOFF,

Plaintiffs,

vs.

CITY OF SALEM and the
OREGON STATE DEPARTMENT OF TRANSPORTATION,

Defendants.

Certified true and correct copy
of the whole of the original
hereof

No. 149 360

COMPLAINT

Plaintiffs for claims against defendants allege that:

FIRST CAUSE
(Specific Performance)

I

Plaintiff Eoff Electric Co., is a corporation duly organized, existing and authorized to do business in Oregon.

II

Plaintiffs are the owners of real property in Salem, Marion County, Oregon, more particularly described as follows:

EOFF ELECTRIC CO.

> Commencing at the southwest corner of Lot No. Seven (7) in Block No. Forty-eight (48) in the City of Salem, running thence northerly along the east line of Front Street forty-nine (49) feet, thence easterly at right angle to said line to the alley, thence southerly along the alley forty-nine (49) feet, thence westerly to the place of beginning, and the above described property being situated in Salem, Marion County, State of Oregon.

> Beginning at the Northwest corner of Lot 7, Block 48, in the City of Salem, Marion County, Oregon, and running thence Easterly along the North line of said Lot, 165 feet to the alley; thence Southerly along the West side of said alley, 33½ feet; thence West parallel with the North line of said Lot, 165 feet to the East line of Front Street; thence North 33½ feet to the place of beginning. Being the Northerly 33½ feet of Lot 7, Block 48 in the City of Salem, Marion County, Oregon.

JOSEPH EOFF:

> The North one-half (N1/2) of Lot Six (6), Block Forty-eight (48), Salem, Marion County, Oregon. (See Volume 1, Page 19, Record of Town Plats for said County and State.)

III

Said real property is located on the east side of Front Street between State and Court Streets. That portion of Front Street is part of the Front Street Bypass to which reference is hereinafter made. The property is improved by buildings fronting on State Street. The front wall, i.e., west wall of said buildings, is approximately flush with the east line of Front Street as Front Street presently exists.

IV

At all times material herein, Joseph Eoff leased the above described real property owned by him to plaintiff Eoff Electric Co. For many years prior to September 1982, plaintiff Eoff Electric Co. conducted business in said buildings. Said business consisted primarily of wholesale sale of products related to the transmission and use of electricity. Parking was available in front of said buildings on Front Street and Eoff Electric Co. maintained a loading dock abutting onto Front Street available through curb cuts.

V

In 1977, defendants entered into an agreement with each other known as "99E Redesignation Agreement" which provided, in substance, that a portion of Front Street between Division Street and Trade Street (and including Trade Street to Church Street) would be improved to acceptable standards so that said portion of Front Street could be redesignated for and become Pacific Highway East (99E). In that agreement defendant State agreed to so redesignate that portion of Front Street above mentioned as Pacific Highway East when Front Street had been improved to standards acceptable for the routing of highway traffic. In that agreement and in provisions relating to the "Front Street Bypass" defendant City agreed to "eliminate on-street parking where necessary to accommodate four lanes of traffic along Front Street between Division and Trade Streets".

VI

Later, and as a part of the project contemplated by said 99E Redesignation Agreement, defendants entered into a further agreement identified as Miscellaneous Contracts and Agreements No. 6119 "Construction-Finance Agreement Interstate Transfer Project". The substance of that contract was to provide for the construction of the "Division Street-Church Street Section of the Front Street Bypass" designated in that contract as the "Project". The Project included provisions for construction of sidewalks and bikeways. In that contract the State assumed sole control over the Project from engineering to and including award of construction contracts. Said contract provided that upon completion of the Project defendant City would operate and maintain the Project in a manner satisfactory to the State.

VII

Sometime prior to July 1982 and pursuant to the above described agreements defendants constructed the "Front Street Bypass" by widening Front Street to four traffic lanes, two for south bound traffic, two for north bound traffic. A median strip divided south bound lanes from north bound lanes. Defendant Oregon State Department of Transportation diverted traffic from the Center Street bridge onto Front Street and is constructing ramps from other bridges to divert traffic to Front Street. Said improvement of Front Street closed plaintiffs' curb cuts.

VIII

The configuration of Front Street after creation of the bypass, plus the increased flow of traffic thereon, caused a large increase in traffic through the alley bisecting Block 48 north and south and made use of the alley in the area between State Street and Court Street impractical. Said alley does not afford reasonable access to plaintiffs' property.

IX

In June 1982 defendants created a bicycle trail on Front Street consisting of a lane of bicycle travel adjacent to and abutting the east curb of Front Street in front of plaintiffs' property. Said bicycle trail is appropriately designated and signed as a bicycle lane or trail. In July 1982 defendants prohibited parking in the area of Front Street immediately in front of plaintiffs' buildings. Said actions of defendants denied plaintiffs access to the above described property and buildings from Front Street and thereby created a throughway out of that portion of Front Street immediately in front of and adjacent to plaintiffs' real property.

X

By reason of the foregoing plaintiffs have been denied reasonable access to their properties. The elimination of plaintiffs' access to Front Street as heretofore set forth was done by defendants pursuant to said contracts.

XI

Defendants failed to provide a utility or service road to plaintiffs' property as required by ORS 374.095.

XII

Because of lack of access, plaintiff Eoff Electric Co. was required to move its business to a different location in September 1982 leaving the buildings on Front Street vacant and useless to its damage for moving expense in the sum of $50,000.00. Plaintiff Eoff Electric Co. lost substantial business prior to moving because of lack of access. The only practical use of plaintiffs' properties even with a service road is as a parking lot. The reasonable cost of demolishing the existing buildings is $85,000.00.

SECOND CAUSE

(Inverse Condemnation)

XIII

Plaintiffs hereby reallege paragraphs I through XII of their first cause herein.

XIV

The actions of defendants in creating a bicycle lane and prohibiting parking in front of plaintiffs' buildings on Front Street have rendered plaintiffs' buildings valueless. The only economically feasible private use of the real property is as a parking lot which would require the demolition and removal of the buildings. The cost of demolition of said buildings equals the value of the underlying real estate.

XV

By reason of defendants' described actions defendants have taken from plaintiffs' real property of a value of $300,000.00, caused moving expense in the amount of $50,000.00, and caused a substantial loss to the business of Eoff Electric Co.

XVI

Plaintiffs are entitled to an award of attorney's fees pursuant to ORS 20.085.

WHEREFORE, plaintiffs pray for a decree herein requiring defendants to construct a utility or service road granting reasonable access to plaintiff's property, together with damages for moving expense in the sum of $50,000.00, plus $85,000.00 demolition expense and a sum for loss of business; or, in the alternative, adjudicating the values taken from plaintiffs, together with plaintiffs' moving and other expense, and entering judgment in favor of plaintiffs and against defendants in the sum of $350,000.00, together with plaintiffs' costs and disbursements herein incurred and attorney's fees.

Asa L. Lewelling, OSB 39029
Attorney for Plaintiffs

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 1-184

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Marion

Project Number IX-1705(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 16, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 144,000.00	$ 143,520.00
Federal funds	$ 122,400.00	$ 121,990.80
Other revisions		

This modification is made for the following reasons: to release 823 funds from project IX-1705(4) to cover final voucher on project IX-1725(1).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of January, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 20, 1984

Federal-Aid Project No. IX-1705(4)

Division St.-Trade St. (Salem)
FAUS 1705, Front St.
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Same as previous estimate of June 16, 1980	Total	$ 15,200.00

Type Code Y031

Same as previous estimate of June 16, 1980	$ 107,935.00
Length of Project	0.0 mi.

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 15,200.00	$ 12,920.00	$ 2,280.00
Traffic Signals	107,935.00	91,744.00	16,191.00
Reserve	20,385.00	17,326.80	3,058.20
Total	$ 143,520.00	$ 121,990.80	$ 21,529.20

Match: City 92.5%	$ 19,914.51
County 7.5%	1,614.69
	$ 21,529.20

Group 2 10%
Contract - 9219
Prefix: 324-1925
Prefix: 324-1044

RDS:bkb

9124

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-199	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** [illegible]	State Oregon County Marion Project No. IX-1705(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Division St. - Trade St. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-30-80	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	2-8-80	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT $ 144,000.00	FEDERAL FUNDS $ 122,400.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

~~XX~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator 6-16-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. file

Oregon State Highway Division
Salem, Oregon June 16, 1980

Federal-Aid Project
No. IX-1705(4)

Division St.-Trade St. (Salem)
FAUS 1705, Front St.
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.			
Preliminary Engineering	All Required		$ 15,200.00
			$ 15,200.00
Type Code Y031			
Traffic Signals			
Mobilization	All Required		$ 852.21
Temporary Protection and Direction of Traffic	All Required (9%)		1,816.47
Temporary Signs	80 Sq. Ft.	4.50	360.00
Flagmen	60 Hours	5.00	300.00
Traffic Signals Installations(2)	All Required (16%)		89,576.00
			$ 92,904.68
Anticipated Items			
Railroad Protection Service	All Required (25%)		$ 1,037.50
R.R. Preempt	All Required (25%)		2,000.00
			$ 3,037.50
	Subtotal		$ 95,942.18
	Engineering		10,242.82
	Signal Controller Testing		1,750.00
	Total		$107,935.00

Length of Project - - - - - 0.0 Miles

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
P.E.	$ 15,200	$ 12,920	$ 2,280
Traffic Signals	107,935	91,744	16,191
Reserve	20,865	17,736	3,129
TOTAL	$144,000	$122,400	$21,600

Group 2 - 10%
Contract No. - 9129
Prefix 324-1925
Prefix 324-1044

1151

January 4, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9129

Gentlemen or Ladies:

Contract No. 9129 awarded to Hamilton Electric, Inc., for work on the Division Street N.E.-Trade Street S.E. (Salem) Section of FAU 1705 in Marion County was completed on November 5, 1982, and accepted by the State Highway Division on December 29, 1982.

Final payment in the amount of $5,000 will be released to the contractor after January 10, 1983. The total contract amount is $964,957.63 including $4,566.23 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
C. O. Fredrickson

[illegible] [illegible] file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. No. 9308	W. Fork Dairy Cr.-Tillamook Jct. Washington County	December 3, 1982
Nelson-Deppe, Inc. No. 9302	Austin Jct. Project Grant County	December 3, 1982
Ontario Asphalt Paving Co. No. 9265	Central Ore. Hwy. @ Succor Cr. Hwy. (Nyssa) Malheur County	December 7, 1982
Ajax Elec. Co., Inc. No. 9409	Pac. Hwy. W. @ SW 78th Ave. (Tigard) Washington County	December 7, 1982
Eucon Corp. of Idaho No. 9434	Juniper Canyon Rd.-Lexington/Echo Hwy. Morrow County	December 8, 1982
Hamilton Electric, Inc. No. 9336	Center St. @ Lancaster Dr. (Salem) & Lancaster Dr. @ Market St. (Salem) Marion County	December 8, 1982
Bracelin-Yeager Excavating No. 9261	Powers Wayside Coos County	December 8, 1982
JAL Construction, Inc. No. 9479	Ochoco Cr.-Barnes Butte Rd. Crook County	December 10, 1982
Suomi Enterprises, Inc. No. 9425	Baldock Safety Rest Area Clackamas County	December 17, 1982
Select Contractors, Inc. No. 9473	Region 3 (6 cities Pavement Marking Project) Douglas & Jackson Counties	December 17, 1982
Howard Logsdon Logging No. 9478	Ukiah Rock Production Umatilla County	December 17, 1982

Contractor and Contract No.	Section and County	Acceptance Date
R.J. Taggard Const., Inc. No. 9471	Canyonville Rock Production Douglas County	December 17, 1982
Kniestadt & Sons No. 9433	Blackhorse Cr. (Lexington) Br. Morrow County	December 20, 1982
R. A. Hatch Co. No. 9355	NE 112th Ave.-NE 148th Ave. Multnomah County	December 20, 1982
Swanston Equipment Co. No. 9426	Col. Co. Pavement Marking #2 Columbia County	December 22, 1982
Angell Asphalt & Aggregate, Inc. No. 9370	Reedsport-Dean Creek Douglas County	December 22, 1982
Select Contractors, Inc. No. 9428	Marion Co. Pavement Marking #2 Marion County	December 22, 1982
Eugene Sand & Gravel,Inc. No. 9475	Poterf Cr.-Poodle Cr. Lane County	December 22, 1982
Bayview Transit Mix,Inc. No. 9494	19th St.-Astor Column (Astoria) Clatsop County	December 23, 1982
Morse Bros., Inc. No. 9411	SPRR X'ing.-Lebanon Ditch Linn County	December 23, 1982
H20 Blasters, Inc./H20 Contractors, Inc. No. 9463	Willamette River (Oregon City Arch) Bridge Clackamas County	December 28, 1982
A & R Const., Inc. dba Laco Const. Co. No. 9398	Willow Creek Bridges Malheur County	December 28, 1982
Hyland Bros. Const., Inc. No. 9417	Springfield Downtown Transit Station Lane County	December 29, 1982
Hamilton Electric, Inc. No. 9129	Division St. NE-Trade St. SE (Salem) Marion County	December 29, 1982
Halcyon Painting No. 9496	SPRR O'Xing (Albany) Linn County	December 29, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats, Inc. No. 9325	NW 2nd St.-Old Oregon Trail Hwy. Malheur County	December 30, 1982
Sims Electric, Inc. No. 9408	E. 1st St. @ E. Revere St. (Bend) Deschutes County	December 30, 1982

January 3, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

1980 Division St. NE - Trade 9129
St. Sec. of Front St. Salem
(illum. & sig.) #1

C4A 6119 5·19·80

FORM 81-734-3051

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: DIVISION STREET NE - TRADE STREET SE (SALEM)

WEEK ENDING: November 5, 1982

SECTION PREFIX: 324-1044

HIGHWAY: FAU 1705 (Front Street)

COUNTY: Marion

NAME OF JOB: DIVISION ST NE-TRADE ST SE (SALEM)

KIND OF WORK: Illumination and Traffic Signals

CONTRACTOR: HAMILTON ELECTRIC, INC.

CONTRACT NUMBER: 9129

FEDERAL AID PROJECT NUMBER: IX 1705 (3) & (4)

DATE OF CONTRACT: June 4, 1980

DATE WORK STARTED: June 4, 1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN -0- SUPERVISION -0-

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 573

CALENDAR DAYS USED: 573

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 1,102,815.94

EXCLUSIVE OF ENGINEERING: $ 1,015,367.98

ENGINEERING AUTHORIZATION: $ 87,447.96

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 989,607.00

ENGINEERING COST TO DATE: $ 80,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.54 %

PERCENT OF AUTHORIZATION: 91.5%

DATE PROJECT WAS COMPLETED: January 27, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Sign Work	Signal Work	ILLUM. Work
					100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Day count stopped on January 27, 1982.
MONDAY				
TUESDAY				K
WEDNESDAY				RECEIVED
THURSDAY				NOV 8 1982
FRIDAY				CONSTRUCTION SECTION
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Same
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Same
FRIDAY	Same
SATURDAY	Same

REMARKS

Project completed. Semi-final submitted. Third Notification awaiting solution of problem with controller at the Liberty/Trade Street intersection.
Problem resolved, two week trial period completed. this is the LAST weekly report
Third Notification and Project Final Inspection are submitted with this report.

SIGNED C.V. Lehman C.V. Lehman LOCATION Salem

DISTRIBUTION: Construction (3), Region, file.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

F216

91.1

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

November 4, 1982

CON 5 #9129

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97404

NOTED
W. E. SCHWARTZ

RE: Division St. - Trade Street
Contract No. 9129

Gentlemen or Ladies:

Thank you for your letter of November 1 informing us that you have not received a return of the liquidated damages granted by our letter of June 15 on the above. A review of our files indicates that, through an administrative oversight, payment was not made to reimburse the liquidated damages.

A warrant will be promptly sent to you and will include appropriate interest since the tardy payment is due to our error.

Sincerely,

C. T. Keasey, P. E., P. L. S.
Construction Engineer

by
O. B. Jackmond
O. B. Jackmond, P. E., P. L. S.
Contract Administration Engineer

CTK:OBJ:cb

bc: W. E. Schwartz w/att. ✓
C. O. Fredrickson w/att.
Cliff Lehman w/att.

RECEIVED
STATE HWY ENGR
NOV 4 '82
REFER TO
FOR
Info Sign

Form 734-3123

HE HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

November 1, 1982

CE
1 CAE
FOE
QCS
SCS
EEO

RECEIVED
NOV 3 1982
CONSTRUCTION SECTION

CM
CA
LS
TC
FE
CP

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: C. T. Keasey,
Construction Engineer

RE: Division St. - Trade St.
O.S.H.D. Contract #9129

This letter is a request to release and pay to Hamilton Electric immediately the liquidated damages that are being held on this project. The liquidated damages have been relieved for this project.

$5,000.00 in retainage is being held on this project to cover a software problem which is being worked on at the present time.

If you have any questions, please contact myself or Betty Hanson in our office.

Very truly yours,

Emerson Hamilton
Emerson Hamilton BH

EH:grg

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

June 15, 1982

CON

H.S.COU

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97404

Time Extension Request
Division St.-Trade St. S.E.
Contract No. 9129
FAP #IX-1705(3) & IX-1705(4)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 40 calendar days is granted due to the performance of added and/or extra work and a contract time extension of 217 calendar days is granted due to some possible deficiencies in the controller software specifications. No additional time was granted for the claimed weather delays during January 1982.

This will eliminate liquidated damages on this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

CTK:st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson att. 2 ltrs.
Cliff Lehman att. 2 ltrs.
FHWA att. 2 ltrs. and other data
L. E. George att. 2 ltrs.

Form 734-3123

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Signal Revisions
Oregon Project 1705(3)
Division St N. E. - Trade St S. E.
Marion County

Date: March 3, 1982

From: Division Administrator

Reply to Attn of: HFO.8-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

956

NOTED
H.S. COULTER

As requested by Mr. Swan's letter of February 16, 1982, I approve the inclusion of the signal revisions under the subject project. Also, I concur that a separate contract should be let to cover this work and that construction engineering will not be charged against the limitations for contract 9129.

fr Dale E. Wilken

cc:
OSHD (D. E. Swan, Proj Mgt)
" (L. E. George, Trfc Engr)
" (Dick Hacek, Hwy Acctg)

RECEIVED
[illegible]
REFER TO
[illegible]

9129

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 16, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Signal Revisions
Project No. IX-1705(3)
Division St. NE-Trade St. SE (Salem) Section
Marion County

Attached is a copy of a February 3 Interoffice Memo by Mr. L.E. George setting forth recommended changes to the traffic signals on the subject project. It is proposed that the necessary work to perform these revisions be accomplished under the current construction project as a separate contract.

If you are favorable to the proposals I request your concurrence that all costs for preparation of PS&E documents and advertising of a separate contract be charged to the subject project. Furthermore, that the construction engineering for this work will not be charged against the limitations for contract 9129.

JLG:bkc
Attachments

cc: L.E. George
C.O. Fredrickson
Gary Zehner w/att.
General Files

L.

Unit 5-2
Marion Co.

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-6

TO: H. S. Coulter
State Highway Engineer

DATE: November 4, 1981

FROM: L. E. George, P.E.
Traffic Engineer

SUBJECT: Citizens Petition
North Crosswalk
Court Street, N.E. at Front Street, N.E.

NOTED
H. S. COULTER

The original design for the bridge ramp and bikelane entering the intersection in the northwest quadrant made a crosswalk that was approximately 30 feet longer than the south crosswalk. Signal timing considerations involving pedestrians led the City to request the closing of the north crosswalk. Consequently, a design change of the ramp shortened the crosswalk to within 6 feet of length of the other one. This was not known to the City prior to signal design.

The City Council has referred the petition back to the City's Planning Unit and their recommendation is going to be that the crosswalk be re-opened with sidewalk ramps and for pedestrian signals to be provided under the existing contract.

L. E. George

L. E. George, P.E.
Traffic Engineer

WRZ:sh

RECEIVED
STATE HWY ENGR
NOV 6 '81
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

Copy to Hwy Div - Ore St. Dept of Transp.

TO: SALEM CITY COUNCIL
RE: Intersection at Court Street & Front Street

WE, the undersigned, wish to protest the pedestrian crossing arrangement that has been made at the corner of Front Street and Court Street near the end of the Center Street bridge off ramp.

RECEIVED
STATE HWY ENGR
OCT 27 '81
REFER TO George
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

R

There appears to be very little logic in a plan that puts a crosswalk on the south side of the Court Street intersection when there is no sidewalk on that side of the street from Water Street to Front Street and therefore would require pedestrians to walk either in the right hand traffic lane or in the dirt across the curb. We have been informed by the City Planning Engineer that there are no plans to place a sidewalk on the south side of Court Street from Water Street to Front Street. The other alternative of using the sidewalk on the north side of Court Street in that one block area is less than ideal, since it is not kept clear of gravel from the adjacent parking lot and, in fact, is often blocked by cars parking on the sidewalk. In addition, when you reach the end of the sidewalk which is blocked by a metal barricade, there is no provision for a safe walkway from the sidewalk to the street to get to the south side of Court Street intersection. One must either step around the end of the barricade and be in the roadway or walk in the gravel or on the railroad ties to get to the pavement.

It was apparently the City Council's wish to encourage people who are employed in the downtown area to use the parking areas west of Front Street in order to leave more available parking for customers in the downtown area and encourage shoppers to patronize the core area businesses.

Why, then, is it necessary to make it more dangerous and difficult to walk across Front Street?

Why is it necessary to close either of the crosswalks? The majority of the pedestrians are more likely to use the north side of Court Street crosswalk to get to their destination. Why, then, is it necessary to make them cross from the north side of Court Street to the south side of Court Street, cross Front Street and then cross back to the north side of Court Street to reach their destination.

We are also extremely concerned about the fact that the signals at the intersection are still not in operation. This has become a real hazard for pedestrians crossing the intersection and for cars attempting to get to Water Street or any of the parking areas on the west side of Front Street. The risk has increased considerably with the change of weather and the shorter daylight hours. Many of these foggy mornings, it has taken from 5 to 10 minutes to negotiate crossing Front Street east to west on Court Street or making a left hand turn off Front Street from the south.

We feel that we have been reasonably patient about the inconvenience of this "improvement" project even though it has become increasingly dangerous to walk or drive across Front Street since it has become the new Salem speedway.

True, we are a small majority of the population of the city, but why would it inconvenience the drivers to allow us to use both crosswalks?

THEREFORE, we respectfully request that the City Council take time to review our request and reconsider the action already taken in closing one side of the intersection to pedestrians. Also, we urge that every effort be made to have the signals operational at an early date.

DATED: October 20, 1981

NAME	HOME ADDRESS	BUSINESS ADDRESS	TEL NO
Myrtle C. Renwick	298 Monson Rd-Sltn	220 Water NE	399-4388
Patricia J. Sergeant	1430 Fairmount Ave. S.	220 Water NE.	399-4393
[illegible]	394 HRUBETZ Rd SE	220 WATER NE.	399-4366
Ernest R. Schneider	567 Honeysuckle St. N	220 WateR NE	399-4386
Julie Slote	3771 Liberty Rd So.	220 Water NE	399-5423
Pete Schweigert	3657 Homestead Rd S.	220 water NE	399-4389
H. Doris Maxwell	2155 Market N.E.	220 Water NE.	399-4355
Robert C. Bair	1075 Bair Rd. N.E.	220 Water NE.	349-4352
[illegible]	[illegible]	220 Water NE.	[illegible]
[illegible]	[illegible]	[illegible]	349-4352
Sharon Gorman	4155 Cranston SE	220 Water NE	399-4886
David J. Korgan	16984 Hougstad Rd	220 Water NE	399-4373
Jay A. Biggs	3168 Liberty Rd So #22	220 Water	399-0666

L.1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 27, 1981

In Reply Refer to
File No. CON 5 #9129

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

Re: Time Extension Request
Division St. N.E.-Trade St. S.E. (Salem)
FAP No. IX-1705(3) & IX-1705(4)
Contract No. 9129

Gentlemen:

Your request for an additional 80 calendar days of contract time in which to complete the above project has been very carefully reviewed. A contract time extension of 46 calendar days is granted for the reasons stated below:

Item No. 1 Plastibond Conduit (Price Agreement No. 2)

Prior to bid letting of this project Mr. Ken Hamilton of your firm was advised that "Plastibond" conduit would be an acceptable substitute for the specified conduit. The Resident Engineer gave you verbal approval for this substitution and installation commenced during the first week of June, approximately 10 days prior to your original schedule for this work. The project was not delayed by this substitution. It should also be noted that the delay claimed is duplicated in Item No. 2 and additional time granted for Item No. 2 further makes this claim invalid. No additional time is granted for the conduit substitution.

Item No. 2 Traffic Signal & Lighting Poles

Pole drawings were received on June 30 and were returned to you in increments. The last of the original submittals were returned to you on August 28, for a total elapsed time of 59 calendar days. We agree that the drawings should have been returned sooner, and many were. Drawings returned to you for correction were not returned promptly by you, some were not returned for 55 calendar days. While the contract does not state a specific time period for the State to review and return drawings, it does provide that such review be made. A reasonable time for review and return of drawings is, in our opinion, three weeks. Accordingly, a contract time extension of 38 calendar days is granted for the State's delay in review and return of pole drawings.

RECEIVED
STATE HWY ENGR
JUL 28 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Item No. 3 Traffic Signal Equipment

Our records indicate no delays in the State's review and return of traffic signal equipment cuts for this project. Supplier problems in producing specified equipment is not a valid reason for additional contract time. No additional contract time is granted for this item.

Item No. 4 Coordination with R. A. Hatch Company

We know of no conflicts between these two contracts which were not known prior to award of this contract. (See Sections 102.05 and 105.07.) In fact R. A. Hatch completed any work which might have conflicted with your contract well ahead of schedule. No additional contract time is granted for this item.

Item No. 5 State Change Orders

Price Agreement No. 3: Allowing contractor requested design change in Sign Bridge.

Sign bridge fabrication and installation did not delay project completion. No additional contract time is granted for this Price Agreement.

Price Agreement No. 4: Revise Illumination

The work under this Price Agreement involved moving two luminaire poles and deleting one luminaire pole. This work required approximately two days. A contract time extension of two days is accordingly granted for work done under this Price Agreement.

Price Agreement No. 5: Add PTR sign at Union Street

This work was accomplished in a matter of a few hours and in conjunction with other contract work. Project completion was not delayed. No additional contract time is granted for this Price Agreement.

Price Agreement No. 6: Revise and extend Conduit System

This work was accomplished at the same time as other contract conduit work and required an additional four hours to perform. Accordingly, a contract time extension of 1/2 day is granted for work performed under this Price Agreement.

Extra Work Order No. 2: Construct Pole Footing

This work was ordered by the Resident Engineer and, since no price could be agreed upon, will be paid on a Force Account Basis. The time required was something less than eight hours. Accordingly, a contract time extension of one day is granted for work done under this E.W.O.

Extra Work Order No. 1: Relocate Conduits

Additional time required to perform this work was approximately two days. A contract time extension of two days is therefore granted for this extra work.

Item No. 6 Sign Bridge Problems

As stated under Price Agreement No. 3 comments, project completion was not delayed by the sign bridge fabrication and installation. Also, the "Buy America" contract specification discussion was resolved during the time period covered by additional time granted under Item No. 2 above. No additional contract time is granted for this item.

Summary:

A contract time extension of 46 calendar days is granted as follows:

Item No. 2 Traffic Signal and Illumination Poles = 38
Item No. 5 State Change Orders 5½ workdays x 1.4 = 8
Total Calendar Days = 46

Should you wish to submit additional data or to review this matter in more detail, please contact Resident Engineer Lehman.

Sincerely,

Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
C. O. Fredrickson "
C. V. Lehman "
FHWA
Bob Church

(Blind note: The 38 calendar day delay in drawing approval is FHWA non-participating. The eight calendar day delay due to extra and/or added work is participating.)

STATE OF OREGON

INTEROFFICE MEMO

DATE: July 7, 1981

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CONSTRUCTION BRANCH

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TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Front Street Signals
Salem FAU 1705
Contract No. 9129

Hamilton Electric Inc. by the attached request formally asked that we increase the authorized 270 calendar days (cds) by 80 cds to a new total of 350 cds. The consent of their surety, United Pacific Insurance Co., accompanies their request.. Also accompanying their request is a 7 page April 21st letter from Emerson Hamilton detailing the basis for their request. In support of the request he also attaches slightly over one-inch thickness of supporting documentation. We are not reproducing that documentation, and that accompanying this request is the only full set.

Resident Engineer C. V. Lehman in his attached June 29th letter of analysis does a very thorough job of reviewing the contractors request. In supplement of this report, none of the 75-1/2 days he recommends overlaps. He does anticipate the likelyhood of another time extension request. As of June 30th, 380 cds or 110 cds in excess of the authorized time has been charged. Presently, the contractor is awaiting his controllers. He is not sure when they will be received. It will take approximately one week in the State's environmental chambers and then another week to install. However, the railroad signals must be completed before we can make an overall turn-on. Hopefully the railroad signal completion is rapidly approaching.

I would like to summarize Mr. Lehman's recommendation and the recommendation of this office and then explain the difference which Mr. Lehman agrees to:

7-24-81

CTK –

I generally agree with the total time recommended by Region but for slightly different reasons. Met with Region and Resident & they agree with final recommendation.

Continued...

Contains Recycled Materials

Factors Cited By Contractor	R.E. Recommendation	Region & R.E. Recommendation
1. Conduit Change	0	0
2. Pole Drawings	35	0
3. Signal Equipment	14	0
4. Coordination with R. A. Hatch Co.	0	0
5. State Mandated Change Orders		
P.A. 3	0	0
P.S. 4	2	2
P.A. 5	0	0
P.A. 6	1/2	1/2
EWO 1	2	2
EWO 2	1	1
6. Sign Bridge Problems	21	42
TOTAL	75-1/2	47-1/2

It should be pointed out that delays in securing the pole drawings, signal equipment and sign bridge drawings approvals were not dependent upon each other for overall completion of the project. In other words, only one of these becomes the critical path for completion. To phrase that another way each of these activities could be done somewhat concurrently and even though the actual dates of when time for each of these elements was recommended did not overlap, it is only appropriate to only allow the time for the greatest interference, namely the sign bridge drawing approval which totals 42 which together with the other 5-1/2 days recommended by Mr. Lehman makes a grand total of 47-1/2 days recommended by this office. Mr. Lehman now concurs with that recommendation after reviewing the matter with him. If you agree, please take appropriate action to have the time extended this amount.

GW/rgb
cc: Cliff Lehman

7157

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 30, 1981

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF: 1122
Crossings No.: 3E-70.89 (Alter)
3E-70.90 (New)

BUILDING

Attached is a copy of Order No. 81-077 issued by the Public Utility Commissioner on January 28, 1981, relative to the above subject matter.

RDT/vlw
Attach.

cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
Cliff Lehman
R. Kuehn
C. O. Fredrickson
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

ORDER NO. 81-077

ENTERED January 28, 1981

PUC CROSSING NO. 3E-70.89 (Alter)
DOT CROSSING NO. 67 032 T

PUC CROSSING NO. 3E-70.90 (New)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1122

In the Matter of the Application of)
the CITY OF SALEM for the authority,)
pursuant to ORS 763.030, to alter a)
grade crossing of Division Street and) AMENDING
Front Street and Oregon Electric) ORDER
Railway Company (Burlington Northern,)
Inc.), Main Line, in Salem, Marion)
County, Oregon. (Front Street #2))

By Order 80-067, entered January 29, 1980, the Commissioner authorized construction of a new railroad-highway grade crossing of Front Street and alteration of an existing railroad-highway grade crossing of Division Street NE, both streets under the jurisdiction of the City of Salem.

By Order 80-480, entered June 19, 1980, the Commissioner ordered interim protection at these crossings and established a maximum speed of five miles per hour for trains pending a final decision on the type of protective devices to be installed permanently at the crossing.

PUC staff, by letter to all parties in interest in this matter dated June 19, 1980, set forth its position on permanent protection for the crossings. Subsequent informal communication among the parties in interest resulted in general agreement on how these crossings should be protected. By letter dated August 12, 1980, PUC staff proposed that the crossings be protected as follows:

1. One automatic gate and flashing light signal installed in the southwest quadrant of the Front-Division Street intersection. The gate, when lowered, will face southbound traffic on Front Street. It will be skewed as depicted in the sketch attached to staff's letter of

RECEIVED
SAFETY UNIT

August 12 and as shown in the original application in this matter. Flashing light units will face all directions of traffic approaching this intersection. In addition to the flashing light signal heads facing north and southbound traffic on Front Street, side lights mounted on this signal will face east and westbound traffic on Division Street.

2. One flashing light signal installed in the northeast quadrant of the Division-Front Street intersection, with flashing light signal heads facing east and westbound traffic on Division and side lights facing southbound traffic on Front.

3. A cantilevered part-time "NO LEFT TURN" restriction sign installed in the northeast quadrant of the intersection, facing northbound traffic on Front.

4. A cantilevered part-time "STOP HERE ON RED" signal installed in the northwest quadrant of the intersection was also recommended.

All of the above signals and the part-time restriction sign are to be interconnected with traffic signals to be installed at the adjacent intersection of Front Street and the Front Street Bypass.

The following responses were received to staff's letter of August 12, 1980, from parties in interest in this matter: Letter dated August 26, 1980, from the City of Salem, concurring with the protection plan proposed in staff's letter of August 12, 1980, with one exception: Salem recommends that the part-time "NO LEFT TURN" restriction sign be installed in the southeast quadrant of the Front-Division intersection. The City believes that this would provide better visibility of the sign. (Front Street will be curved on its southerly approach to the crossing.) Letters dated August 21, 1980, and September 2, 1980, from Oregon State Highway Division and Burlington Northern, Inc., respectively, concurred with the protection proposed in staff's letter of August 12, 1980.

A meeting of parties in interest in this matter was held at the crossing on October 27, 1980. It was agreed that the crossing should be signalized as set forth above. The part-time "NO LEFT TURN" sign will be installed in the southeast quadrant of the Division-Front intersection as requested by City of Salem.

In addition, to enhance visibility of the flashing light signal installed in the northeast quadrant of the intersection, the curb in this quadrant will be moved approximately nine feet southerly. The flashing light signal will be located approximately four feet north of the relocated curb.

The Commissioner finds that the parties in interest in this matter are now in agreement as to the method of providing permanent protection at these grade crossings.

IT IS THEREFORE ORDERED that:

1. The provisions of paragraphs 3.b., 3.c., 3.d., 3.e., 3.h., 4.b., 4.c., 4.d., 4.e., 4.f., 5, 6, and 8 of Order 80-067 are void.

2. Applicant shall:

   a. Bear 13-7/8 percent of the cost of constructing that portion of the crossings lying between lines drawn two feet outside each rail;

   b. Relocate the curb at the northeast corner of the Front-Division Street intersection approximately nine feet to the south, and bear 13-7/8 percent of the cost thereof;

   c. Furnish and install one cantilever-mounted, part-time "NO LEFT TURN" restriction sign in the southeast quadrant of the Division-Front Street intersection, facing northbound traffic on Front Street, and bear 13-7/8 percent of the cost thereof;

   d. Furnish and install one cantilever-mounted, part-time "STOP HERE ON RED" signal in the northwest quadrant of the Division-Front Street intersection, facing southbound traffic on Front Street, and bear 13-7/8 percent of the cost thereof;

   e. Interconnect the signalization ordered in paragraphs 2.c., 2.d., 3.a., and 3.b. herein with the traffic signalization to be installed at the intersection of Front Street and the Front Street Bypass, said signalization to provide a train preemption cycle as shown in the railroad preemption plan on Oregon State Highway Division T. E. Drawing No. 4455, dated February 1980, and bear 13-7/8 percent of the cost thereof;

f. Maintain the "STOP HERE ON RED" signal and the part-time turn restriction sign ordered in paragraphs 2.c. and 2.d. above, the advance warning devices ordered in paragraphs 3.f. and 3.g. of Order 80-067, and maintain that portion of the crossings lying outside lines drawn two feet outside each rail, and bear all the cost thereof; and

g. Bear 13-7/8 percent of the cost of furnishing and installing the automatic signalization and circuitry ordered in paragraphs 3.a. and 3.b. herein.

3. Oregon Electric Railway Company (Burlington Northern, Inc.) shall:

a. Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2 flashing light signals, one located in the southwest quadrant of the Division-Front Street intersection with signal heads facing northbound and southbound traffic on Front Street and side lights facing eastbound and westbound traffic on Division Street, and one located in the northeast quadrant of the Division-Front Street intersection with signal heads facing eastbound and westbound traffic on Division Street and side lights facing southbound traffic on Front Street, said signals to be activated by motion sensing-type devices, to be interconnected with the part-time signal and sign ordered in paragraphs 2.c. and 2.d. herein and with the traffic signalization to be installed at the intersection of Front Street and the Front Street Bypass.

b. Subject to reimbursement as provided herein, furnish and install one Commissioner's Standard No. 4 automatic gate signal in the southwest quadrant of the Division-Front Street intersection, the gate arm, when lowered, to present a horizontal barrier to southbound traffic on Front Street, skewed so that the tip of the gate arm shall be not less than 10 feet from the centerline of the track; and

c. Maintain the signalization and circuitry ordered in paragraphs 3.a. and 3.b. above and maintain that portion of the crossings lying between lines drawn two feet outside each rail, and bear all the cost thereof.

4. Marion County shall bear 1-1/8 percent of the cost of constructing the crossings, relocating the curb, and of furnishing and installing the signalization and interconnection ordered in paragraphs 2.b., 2.c., 2.d., 2.e., 3.a., and 3.b. herein, and of furnishing and installing the advance warning devices ordered in Order 80-067.

5. Oregon Department of Transportation shall bear 85 percent of the cost of constructing the crossings, relocating the curb, and of furnishing and installing the signalization and interconnection ordered in paragraphs 2.b., 2.c., 2.d., 2.e., 3.a., and 3.b. herein and of furnishing and installing the advance warning devices ordered in Order 80-067.

6. Each party shall notify the Commissioner upon completion of its portion of the project.

7. All other provisions of Order No. 80-067 shall remain in effect.

Made, entered, and effective 1/27/81.

JOHN L. LOBDELL
Public Utility Commissioner

wr/0053W

#7127 L

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 26, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF: 1122
Crossing No. 3E-70.90

NOTED
H. S. COULTER

BUILDING

Attached is correspondence and a copy of Order No. 80-480, issued by the Public Utility Commissioner on June 19, 1980 relative to the subject matter.

RDT/vlw
Attach.

cc: Dick Arnold, FHWA - w/attach.
E. S. Hunter "
C. T. Keasey "
R. L. Schroeder "
C. O. Fredrickson "
R. A. Kuehn "
Cliff Lehmen "
R. P. Hamilton "
J. L. Sollis "
Bob Judson "
L. E. George "

RECEIVED
STATE HWY ENG.
JUN 27 '80
REFER TO
FOR

ORDER NO. 80-480

ENTERED JUNE 19, 1980

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1122

In the Matter of the Application of the CITY OF SALEM for the authority, pursuant to ORS 763.030, to alter a grade crossing of Division Street and Front Street and Oregon Electric Railway Company (Burlington Northern, Inc.), Main Line, in Salem, Marion County, Oregon. (Front Street #2)	INTERIM ORDER

By Order No. 80-087, entered January 29, 1980, the Commissioner authorized construction of a new railroad-highway grade crossing of Front Street NE and alteration of an existing railroad-highway grade crossing of Division Street NE, both streets under the jurisdiction of the City of Salem, and both involving the main track of the Oregon Electric Railway Company, in Salem, Marion County, Oregon.

Paragraph No. 9 of the Order (on page 7) provided that any party may request a hearing on any provision of the order except those provisions authorizing construction of the crossing. Subsequent to issuance of Order No. 80-087, representatives of the City of Salem, Oregon Department of Transportation, Federal Highway Administration, Oregon Electric Railway Company (Burlington Northern, Inc.), and PUC staff met in Salem to discuss the manner in which the new crossing and the altered crossing should be permanently protected.

By letter dated April 23, 1980, Commissioner's staff set forth three alternative forms of protection that were discussed at that meeting and asked the parties in interest which, if any, of the alternatives were acceptable. Responses have been received from each of the parties attending the April 15 meeting.

By letter dated May 28, 1980, Oregon Electric Railway stated it cannot approve of any of the three alternatives set forth in staff's letter of April 23. Instead, the railroad proposes that the crossing be protected with flashing light signals mounted in all four quadrants of the intersection.

By letter dated June 12, 1980, PUC staff indicated the railroad's proposal was not acceptable and that the matter should be set for hearing. Staff also set forth its position on how the crossings should be protected.

The Commissioner finds that the parties in interest in this matter are not in agreement as to the method of providing permanent protection at these crossings and that the matter should be set for hearing.

IT IS THEREFORE ORDERED that:

1. Unless an agreement among the parties in interest in this matter is reached within 60 days from the date of this order, a hearing shall be held to determine the manner in which the grade crossings under consideration in this docket shall be permanently protected. The place, time, and date of hearing shall be set at a later date.

2. Upon completion of construction of the new crossing of Front Street, southbound, and the altered crossing of Division Street, and pending a final determination of the type and location of permanent protection devices to be installed thereat, interim crossing protection at these crossings shall consist of vehicle stop signs and Commissioner's Standard No. 1R crossbucks, one set on each side of Front Street facing traffic on Division Street and one Commissioner's Standard No. 1R crossbuck facing southbound traffic on Front Street, located in the southwest quadrant of the intersection of Front and Division.

IT IS FURTHER ORDERED that, until permanent crossing protective devices have been installed and are operational at these two crossings, the maximum speed of trains over these crossings shall not exceed five miles per hour.

Made, entered, and effective 6/19/80.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. LOBDELL
Public Utility Commissioner

alm

STATE OF OREGON

INTEROFFICE MEMO

DATE: June 6, 1980

TO: H. S. Coulter
State Highway Engineer

Donald N. Harwell

FROM: Donald N. Harwell
County/City Engineer

SUBJECT: Advance Deposit Deferral
Marion County

At your request and in consultation with Jack Sollis, Legal Counsel, the "advance deposit deferral" practice of Marion County, based on certain projects being administered by the State, a review was made and the following recommendations are hereinafter set forth:

1. The State has or should honor all requests of record to date, on advance deposit deferrals, i.e.:

	AMOUNT	APPROVED	PROJECT	WORK
A.	$ 47,900	Yes	Division St.-Court Street (Front Street)	Grading
B.	3,015	Yes	23rd-Lancaster Drive (State Street)	P.E.
C.	15,750	Yes	12th/24th (Mission)	P.E.
D.	1,603	Yes	Air/Noise Study(City Wide)	P.E.
E.	12,400	Yes	Division St.-Court Street (Front Street)	Signals/Illum.
F.	17,775	Pending	Chemawa Road-Stark Street (River Road North)	R/W
G.	3,082	Pending	Superior St.-Vista Ave. (Commercial Street)	P.E.
TOTAL	$101,525			

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FOR
Info Inves R/D D/R Sign Act File

2. All future requests from Marion County should be reviewed and discussed with the County, and in that event, either cash payment should be made, or an agreement written with an affixed rate of up to a maximum of 9% interest on further deferrals.

This matter has been discussed with Messrs. George Grove, Acting Director of Public Works, Marion County; John Green, Asst., and they are in accord with this policy should it be approved.

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 6/9/80

[illegible]

DNH:pf
cc: D. H. Moehring
L. W. Rulien
V. Skoog
C. O. Fredrickson
J. Sollis

Contains Recycled Materials
...125-1387

9129

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -1705(3)

STATE PROJECT NO.: See below

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.:

ITEM NO.: 80018

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, OR

RECEIVED
STATE H[illegible]
FEB 5 '80
REFER TO
FOR

Info	Inves	R/O	D/C	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-30-80	1-30-80	FAU 1705	City Street

GENERAL LOCATION:

Division St. N. E. - Trade Street S. E. (Salem)

GENERAL DESCRIPTION OF WORK:

Grade, drain, pave, traffic signal and illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-18-79, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved for a TEC of $5,130,000 with Federal participation limited to $4,360,500.

(Advice dated 1-25-80)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-30-80	D. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 197[illegible] 831-[illegible]

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: X-1705(3)

STATE PROJECT NO.: See below

COUNTY NAME: Marion

PROGRAM NO.:

ITEM NO.: 80018

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, OR

RECEIVED
STATE HWY ENGR.
FEB 5 '80
REFER TO
FOR
Info | Inves | R/O | D/C | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-30-80	1-30-80	FAU 1705
		STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
Division St. N. E. - Trade Street S. E. (Salem)

GENERAL DESCRIPTION OF WORK:
Grade, drain, pave, traffic signal and illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

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(Advice dated 1-25-80)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-30-80	D. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-858

ACC

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 19, 1980

FROM: D. E. Swan
Operation Programming Engineer

MISC. CONTRACTS and
AGREEMENTS No. 6119

SUBJECT: Deferred Payment Match Funds
Marion County

The attached letter from the Marion County Board of Commissioners outlines the County's proposal to defer payment of their match funds ($12,400) for the Signals and Illumination contract on the Front Street By-Pass.

I recommend your approval and suggest that you submit the County's request to the Chairman of the Transportation for his consideration and approval under delegated authority.

APPROVED BY:

By
H. S. Coulter
State Highway Engineer

Date 5/20/80

GEZ:pf
Attachment

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Material
81-125-1387

SP*75683-125

131

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Randall Franke, Chairman
Pat McCarthy
Harry Carson, Jr.

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

RECEIVED
STATE HWY ENGR
MAY 15 '80
REFER TO:
FOR
Info Inves R/D D/R Sign Act File

5/11
R

May 14, 1980

Oregon Transportation Commission
Transportation Building
Salem, Oregon 97310

Attn: Mr. D. H. Moehring
Asst. State Highway Engineer
for Project Management

RE: Local Matching Funds, Interstate Transfer Projects; Front Street Signals and Illumination.

Gentlemen:

Reference is made to Oregon State Highway Division letter of March 19, 1980, authorizing deferral of payment of Marion County share of local matching funds ($47,900) for the first increment of the Front Street By-pass interstate Transfer project.

Marion County has been advised that bids were opened on the second increment of this project (Traffic Signals and Illumination) on May 8, 1980; and that additional matching funds in the amount of $12,400 are now due from Marion County.

Marion County recognizes its obligation to provide these matching funds; however, County is not in a position to make cash payment at this time. It is therefore requested that deferral of this payment until the last quarter of calendar year 1980 be authorized. Subject to your approval of deferral, Marion County would make this payment upon receipt of Federal Forest revenues received in the October-December period. In the event this payment is not made as agreed during calendar year 1980, this letter will authorize the State to retain $12,400 during calendar year 1981, from the appropriations distributed to Marion County under provision of Oregon Revised Statutes 366.525.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
FOR MARION COUNTY, OREGON

Randall Franke
Chairman

P. McCarthy
Commissioner

Harry Carson Jr.
Commissioner

JJG:lk
cc: H.S. Coulter ✓
Phil Stearns
Ralph Lambert
Larry Pound
Department of Public Works

[illegible]

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TRA 7-6

TO: MEMO TO FILE

DATE: March 31, 1980

NOTED
E. S. HUNTER

FROM: L. E. George
Traffic Engineer

SUBJECT: Front Street Bypass Project

On Wednesday, March 26, 1980, the people shown on the attached list met at the request of the Federal Highway Administration to discuss the warrants for the traffic signal installations proposed for the Front Street Bypass project. Four of the eight proposed signals were under question. Listed are the locations and agreed upon action.

1. Front at Division projected traffic volumes used to assemble the warrant study will be recomputed for correctness. An up-to-date ground count is being made by the City (to be available March 28).
2. Front at Front - Same as Item 1.
3. Court at Front - Intersection volumes based on the reversed Court-State couplet will be computed and used to make a warrant comparison. Pedestrian volumes also will be considered.
4. State at Front - Same as Item 3 except for pedestrian volumes. Chip truck volumes from Boise Cascade will be considered in the warrant study.

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It was the consensus of the group that all conduit located in paved areas should be removed from the signal plans and installed under an extra work order on the construction project. Although not discussed, conduit required for illumination should be treated the same. This action will require another revision of the plans and estimates for both illumination and traffic signals. This office will work with the Bridge Section to accomplish this revision in time for a May 29 bid opening.

With respect to the Front and Division Street signal, both the warrants and the use of the signal as a railroad protective device were questioned. Since the Burlington Northern and the Public Utility Commissioner were involved with this intersection, a final decision would be delayed past the advertising date. All agreed that the project should be bid with two alternates for traffic control at Front and Division. Alternate A will consist of a traffic signal installation. Alternate B will consist of traffic control by part-time restriction signs operated from railroad circuits.

Another meeting will be held April 9 in the Federal Highway Administration Conference Room.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

cc: E. S. Hunter
W. R. Zirbes
John Hanks
D. R. Weaver
G. K. Hossner
B. F. Schafer

LEG:ds

Bill Kappus
David Weaver
Glenn Hossner
Jerry Wimer
L. E. George
Vernon Cusack
Bruce F. Schafer
Lew Garrison

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

March 31, 1980

NOTED
E. S. HUNTER

Mr. L. E. George
State Traffic Engineer
Highway Division
504A Transportation Building
Salem, Oregon 97310

Subject: Front Street Bypass Traffic Signal Revisions

Dear Bud:

Enclosed are the revised traffic signal plans for the Front Street Bypass traffic signal installation. All plan sheets have been revised as requested.

We include the traffic signal plans for the Trade at High Street traffic signal and the Trade at Church Street traffic signal as well as the signal revisions to be done on Ferry Street between Commercial and Church Street including interconnect conduit installation as well as street light conduit installation. We request these signals be bid with the illumination and signal project for the Front Street Bypass. Please note that we have numbered the traffic signal poles on the revised signal installation for Liberty at Trade and also numbered the signal poles for the Trade/High and Trade/Church Street intersections as well as the Ferry Street intersections. We revised the Front at State Street intersection to include railroad preemption and included one more pole at the railroad crossing for a part time restriction sign. We have also numbered each sheet. In case these numbers are changed, please let us know so that we can tell you where changes may affect other signal plan sheets.

We revised the plans to show a bid alternate for the Front Street at Division traffic signal and modified the Front Street at Division intersection including the part time restriction signs to the original design by the State. We request the State bid the traffic signal design for the Front Street at Division Street as a bid alternate in case the Burlington Northern Railroad does not agree with the original proposal. An illumination pole was included on the Front/Division Street intersection to make up for the lost pole if the Front/Division Street traffic signal installation is not bid.

A few modifications are required on the illumination plans which we will resolve with the bridge design section. The only other modifications required are in the specifications, which will be very minor. We hope to have these specifications to you early this week as well as one standard drawing sheet we wish to include within the traffic signal plans. This will indicate our loop designs, service cabinets design, and loop splice pull box details.

Could you please have these plans reviewed as soon as possible in order to proceed on schedule for a May letting. If you have any questions, please call.

Sincerely,

Bruce F. Schafer, P.E.
City Traffic Engineer

By: Lew Garrison
Lewis H. Garrison
Traffic Design Engineer

cc: Ralph Lambert
Lou McNicoll
Russ Abolt
Doug Van Dyke
E. S. Hunter ✓

Phil Stearns

Enclosures

LHG/kms

RECEIVED
TECHNICAL SERVICES
MAR 31 '80
REFER TO
FOR
Info

TRA 7-6

March 13, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Front Street Bypass
Division Street-Trade Street

Enclosed is information concerning traffic signal warrant studies involving all proposed signals on Front Street and correspondence involving the proposed traffic signal on Division Street at the railroad crossing. This material has been discussed with Glenn Hossner of your office.

Your approval for all of the proposed traffic signals based on the transmitted information is requested in order that the project might go to the PS&E stage. Although the traffic signal at the Division Street railroad crossing does not meet the standard signal warrants, it does constitute a portion of the Public Utility Commissioner Order for that crossing. We believe the signal to be a necessary part of the protective devices for the crossing.

If after reviewing the enclosed material there are questions, representatives of this office and the City of Salem will be available to confer with you.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

cc Lou McNicoll
City of Salem

bc H. S. Coulter
D. H. Moehring
J. H. Versteeg
L. E. George
C. O. Fredrickson

LEG:ds ja

CITY OF SALEM
Traffic Engineering Division
Front Street at State Street

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) — Northbound Approach Volume = 15,000 vehicles/day ____ Hour
5.6% for 8th hour = 840 vehicles ____ ____ ____

Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach) — North to East Left Volume - 3,000 vehicles/day ____
5.6% for 8th hour = 168 vehicles

Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk) ____ ____ ____ ____ ____ ____ ____ ____

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	600		8
Minor Street	150		
2. Interruption of Continuous Traffic:			
Major Street	900		--
Minor Street	75		
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	600		--
Pedestrian Volume	150		
4. Accident Experience:			
Preventable Accidents (last 12 months)		--	
Minimum Warrant		5	
5. Systems Warrant (if applicable):			
Entering Volume (Weekday peak hour)		--	
Minimum Warrant		800	

Date of Traffic Count 1980 Estimated Volumes

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* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
____ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

CITY OF SALEM
affic Engineering Division

CHURCH AT TRADE STS.

TRAFFIC SIGNAL WARRANT COMPARISON*

	7-8	11-12	12-1	1-2	2-3	3-4	4-5	5-6 Hour
Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1042	804	905	874	951	842	1045	935
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	86	117	142	104	90	119	204	192
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	-	-	-	-	-	-	-	-

	Minimum Volume Warrant**	80%	Number of Hours Warrant is Met (8 required)	80%
1. Minimum Vehicular Volume:				
Major Street	600	480		
Minor Street	200	160	1	2
2. Interruption of Continuous Traffic:				
Major Street	900	720		
Minor Street	100	80	3	8
3. Minimum Pedestrian Volume:				
Vehicular Volume (Major Street)	-			
Pedestrian Volume	-		-	
Accident Experience:				
Preventable Accidents (last 12 months)		5		
Minimum Warrant		5		
Systems Warrant (if applicable):				
Entering Volume (Weekday peak hour)				
Minimum Warrant		800		

Date of Traffic Count April 13, 14, 1977

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e hourly warrants are those prescribed in the National Manual on Uniform Traffic Control evices for Streets and Highways, 1971 edition.

_X_ standard warrants used.

___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

CITY OF SALEM
Traffic Engineering Division
HIGH AT TRADE STS.

TRAFFIC SIGNAL WARRANT COMPARISON*

	7-8	10-11	11-12	12-1	1-2	2-3	3-4	4-5	Hour
Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1189	574	653	803	745	714	984	1109	
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	799	399	482	465	595	508	724	750	
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	-	-	-	-	-	-	-	-	

	Minimum Volume Warrant**	80%	Number of Hours Warrant is Met (8 required)	80%
1. Minimum Vehicular Volume:				
Major Street	600	480	7	8
Minor Street	200	160		
2. Interruption of Continuous Traffic:				
Major Street	900	720	3	5
Minor Street	100	80		
3. Minimum Pedestrian Volume:				
Vehicular Volume (Major Street)	-		-	
Pedestrian Volume				

4. Accident Experience:
Preventable Accidents (last 12 months) 7
Minimum Warrant 5

5. Systems Warrant (if applicable):
Entering Volume (Weekday peak hour) ______
Minimum Warrant 800

Date of Traffic Count APRIL 4,5, 1977

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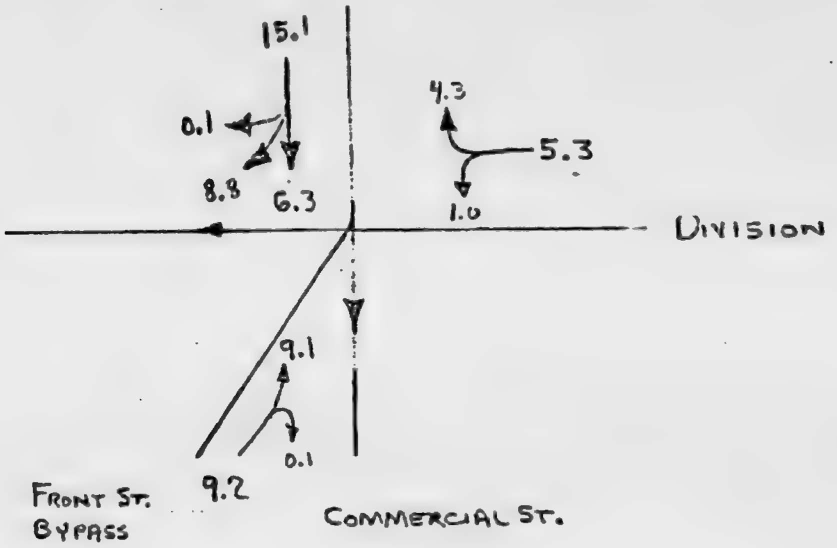
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

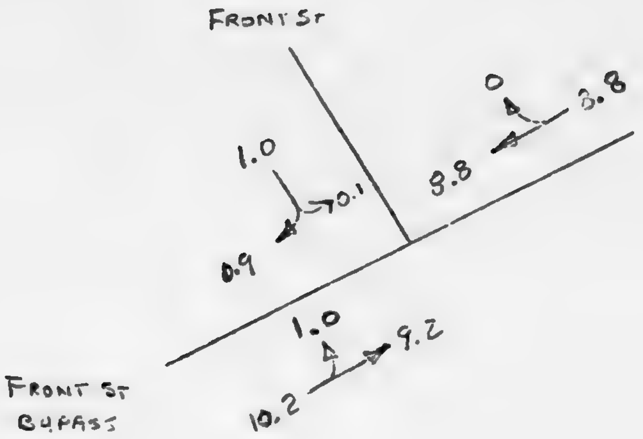
** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

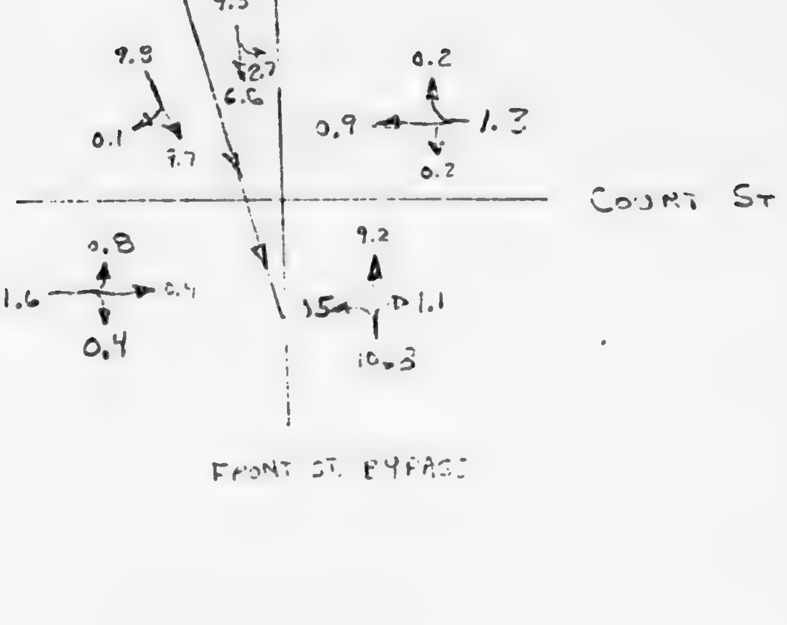
1981 TRAFFIC VOLUMES (1,000'S)

FRONT ST. BYPASS

W/O MARION ST RAMP OR I-305 ARTERIAL


15.1
0.1
8.8
6.3
4.3
5.3
1.0
DIVISION
9.1
0.1
9.2
FRONT ST.
BYPASS
COMMERCIAL ST.


FRONT ST
0
8.8
8.8
1.0
0.1
0.9
1.0
9.2
10.2
FRONT ST
BYPASS


CENTER ST
BR. RAMP
9.3
2.7
6.6
9.8
0.1
9.7
0.2
0.9
1.3
0.2
COURT ST
0.8
1.6
0.4
0.4
9.2
15
1.1
10.3
FRONT ST. BYPASS

D ARTMENT OF TRANSPORTATI
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

FRONT ST BYPASS AT DIVISION AND COMMERCIAL
SALEM, ORE.

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) APPR. VOLS. = 15,400 x 0.056* = 862*

Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach) APPR VOL = 5300 x 0.056* = 297*

Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk) ____

* EST. 8TH HIGHEST HR. (5.6%)

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	600	8
Minor Street	200	8
2. Interruption of Continuous Traffic:		
Major Street	900	LESS THAN 8
Minor Street	100	8
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)		
Pedestrian Volume		
4. Accident Experience:		
Preventable Accidents (last 12 months)		
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)		
Minimum Warrant	800	

Date of Traffic Count EST. 1981 VOL.

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* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** x standard warrants used.
____ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

DE RTMENT OF TRANSPORTATIC
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

FRONT ST. AT FRONT ST. BYPASS
SALEM, ORE.

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches) NORTH & SOUTH APPR. : 19000 x 0.056* = 1060

Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach) FRONT ST. APPR. = 1000 x 0.056* = 56

Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)

*EST. 8TH HIGHEST HR.

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	600		8
Minor Street	150		LESS THAN 8
2. Interruption of Continuous Traffic:			
Major Street	900		8
Minor Street	75		LESS THAN 8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)			
Pedestrian Volume			
4. Accident Experience:			
Preventable Accidents (last 12 months)			
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)			
Minimum Warrant		800	

Date of Traffic Count EST. 1981 VOL

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* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ✓ standard warrants used.
☐ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

COURT ST. AT FRONT ST.
SALEM, ORE.

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (~~Total of both approaches~~) (OPPOSING LEFT TURN) NORTHBOUND APPR. = 10,800 x 0.056* = 605

~~Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)~~ LEFT TURNING TRAFFIC SOUTHBOUND TO EAST LEFT TURN = 2700 x 0.056* = 151

Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk) ____ ____ ____ ____ ____ ____ ____ ____

* EST. 8TH HIGHEST HR.

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	600		8
Minor Street	150		8
2. Interruption of Continuous Traffic:			
Major Street	900		Less than 8
Minor Street	75		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)			
Pedestrian Volume			
4. Accident Experience:			
Preventable Accidents (last 12 months)			
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)			
Minimum Warrant		800	

Date of Traffic Count EST. 1981 VOL
ASSUMING MARION ST. RAMP NOT COMPLETE

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* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
____ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

ORDER NO. 80-067
ENTERED January 29, 1980
CROSSING NO. 3E-70.89 (ALTER)
AND 3E-70.90 (NEW)

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 1122

In the Matter of the Application of the)
CITY OF SALEM for the authority, pursuant)
to ORS 763.030, to alter a grade crossing)
of Division Stret and Front Street and) ORDER
Oregon Electric Railway Company (Burling-)
ton Northern, Inc.), Main Line, in Salem,)
Marion County, Oregon. (Front Street #2))

On September 28, 1979, the City of Salem duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Division Street at Front Street, streets under applicant's jurisdiction, and the main track of Oregon Electric Railway Company, main line, in Salem, Marion County, Oregon. Subsequently, on November 30, 1979, applicant amended its application to include a request for authority under ORS 763.020 to construct a new grade crossing of Front Street and the main track of Oregon Electric Company, main line, in Salem, Marion County, Oregon.

The following parties made comments and recommendations on the application as follows: PUC staff by letters dated October 30, 1979, November 28, 1979, and December 28, 1979; Oregon Department of Transportation by letter dated November 26, 1979; applicant by letter dated November 30, 1979; Pacific Northwest Bell Telephone Company by letter dated December 5, 1979; and Burlington Northern Inc. by letter dated December 18, 1979.

Copies of the application, amendments and responses thereto were duly served upon Oregon Electric Railway Company, Southern Pacific Transportation Company, Oregon Department of

RECEIVED
FEB 6 1980
RR & UTILITY UNIT

Transportation, Marion County, Portland General Electric Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, Salem Electric, Viacom Cablevision of Salem, and the Department of Land Conservation and Development. No objection by any party has been made to the granting of the application as amended.

This is part of a project known as the Front Street Bypass Project. Its purpose is to improve the traffic-carrying capacity of Front Street by eliminating railroad-highway conflicts, adding new traffic lanes and providing an arterial connection between Front Street and Commercial Street, one block east.

At the site of the proposed altered crossing, Division Street, an east-west two-way street, intersects Front Street, a north-south two-way arterial street. Division Street is 40 feet wide east of Front Street, consisting of two 12-foot travel lanes and two 8-foot parking areas. West of Front Street Division is 59 feet wide, consisting of two 12-foot travel lanes and two 17-1/2 foot parking areas. At the present time, through traffic on Division crosses three railroad tracks at grade when crossing Front Street. From west to east, these are two spur tracks and the Oregon Electric main line track. (NOTE: In its application, Item 11b[1], applicant identified both spur tracks as Southern Pacific tracks; however, the map attached to the application identifies the most westerly track as a "BNRR" track. In fact, the westerly track springs from the Oregon Electric line just south of Division Street.) Upon completion of this project, both spur tracks will be removed from Front Street, leaving only the Oregon Electric main line track. This will eliminate Crossing CM-719.79-C, the Southern Pacific crossing of Division Street at Front Street.

The proposed new crossing will involve Front Street, just south of its intersection with Division Street. Front Street is to be realigned toward the east, south of Division. It will curve to connect with a new arterial street (identified by applicant as the "Front Street Bypass") which is being constructed between Commercial Street and Front Street. This new intersection will be approximately 130 feet from the point where traffic in the southbound lane of Front Street will cross the Oregon Electric main line as proposed herein. The Oregon Electric track also will be curved at the new crossing and will intersect the southbound traffic lane of Front Street at an angle of 35°. At the point of the new crossing, Front Street will be 44 feet wide. Only that part of Front used by southbound traffic (the westerly 22 feet) will be involved in the proposed new crossing.

Applicant proposes to install traffic signalization at the intersection of Front Street and Division Street. This signalization will be preempted by train movements. In addition, the traffic signals at this intersection will be interconnected with traffic signals to be installed at the new intersection of Front Street and the Front Street Bypass, so that any southbound traffic on Front, which may be stopped on the track while waiting to enter the Front Street Bypass, will be allowed to clear prior to train occupation of the crossing. One part-time "NO LEFT TURN" restriction sign will be installed at the intersection of Front and Division, facing northbound traffic on Front, to prevent left turns on Division when a train is approaching or in the crossing. Another part-time "NO RIGHT TURN" restriction sign will be installed facing eastbound traffic on Division to prevent right turns onto Front when a train is approaching or occupying the crossing.

Train movements over the two crossings will not be governed by the aspect of the traffic signals to be installed at the intersection of Division and Front Streets. However, each northbound train will receive a positive indication in advance of the crossing if the traffic signals at Front and Division are operating. Train-operating personnel will be instructed to approach the crossing prepared to stop whenever a positive indication is not displayed. Operating personnel on southbound trains will be instructed to observe the operation of the traffic signals when approaching this intersection. When such signals are not operating, the train will approach the crossing prepared to stop.

Due consideration has been given to all representations in the application as amended and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application as amended, the files and field investigation of the Commissioner, it is found that the new crossing of Front Street, southbound, is required by the public safety and welfare. A grade separation is not practical or necessary at this location. It is further found that the existing crossing of Division Street should be altered. Therefore, the application as amended is granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to construct the crossing of Front Street, southbound, as requested herein is hereby granted upon the condition that physical

construction of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

2. The authority to alter the crossing of Division Street at Front Street as requested herein, is hereby granted upon the condition that physical construction of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

3. Applicant shall:

   a. Construct that portion of each crossing lying outside lines drawn two feet outside each rail, and bear 13-7/8 percent of the cost thereof;

   b. Bear 13-7/8 percent of the cost of furnishing and installing the traffic signal preemption activation system ordered in paragraph 4.e. herein, and of constructing that part of the crossing lying between lines drawn two feet outside each rail;

   c. Furnish and install traffic signals, supplemented with two part-time turn restriction signs, as described above in the body of this order, at the intersection of Front Street and Division Street, said signals and part-time turn restriction signs to be interconnected with activation circuitry to be installed on the railroad, and to operate upon train preemption as shown in the railroad preemption plan attached to applicant's letter of January 9, 1980, and bear 13-7/8 percent of the cost thereof;

   d. In conjunction with the traffic signals ordered in paragraph 3.c. above, furnish and install a train indication signal and supplemental sign bearing the words "TRAIN

INDICATOR" to operate as described in paragraph 4.a. herein, and to be installed south of the intersection of Front Street and Division Street at a location to be determined by the railroad, and bear 13-7/8 percent of the cost thereof;

e. Interconnect the traffic signals at Front and Division Street with traffic signals to be installed at the intersection of Front Street and the Front Street Bypass, said signalization to operate upon train preemption as shown in the railroad preemption plan attached to the application in this matter, except that, at applicant's option, the left-turn signal for northbound traffic on the Front Street Bypass may cycle normally during the preemption phase;

f. Furnish and install one advance warning sign and advance warning pavement markings on Division Street, approximately 150 feet in advance of the crossing on each approach to the crossing, and bear 13-7/8 percent of the cost thereof;

g. Furnish and install one advance warning sign and advance warning pavement markings on Front Street, approximately 210 feet north of the crossing, and bear 13-7/8 percent of the cost thereof; and

h. Maintain the traffic signalization and part-time turn restriction signs ordered in paragraph 3.c. above, the train indication signal ordered in paragraph 3.d. above, the interconnection ordered in paragraph 3.e. above, the advance warning signs and pavement markings ordered in paragraphs 3.f. and 3.g. above, and maintain that part of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof.

4. Oregon Electric Railway shall:

   a. Subject to reimbursement as provided herein, construct that part of the crossing lying between lines drawn two feet outside each rail;

   b. Notify applicant regarding the proper location for the train indication signal ordered in paragraph 3.d. herein, said signal to be interconnected with the traffic signalization to be installed at the intersection of Front Street and Division Street, and to operate in a manner that will give the operator of each approaching train a positive signal indication if said traffic signalization is operating;

   c. Instruct its operating personnel to approach the Front and Division Street crossings from the south prepared to stop whenever the indication signal ordered in paragraph 3.d. herein fails to display a positive indication;

   d. Instruct its operating personnel to observe the operation of the traffic signals at Division Street when approaching from the north, and to approach the crossing prepared to stop whenever said signals are not operating;

   e. Subject to reimbursement as provided herein, furnish and install motion-sensing devices and associated circuitry as needed to activate the preemption phase of the traffic signalization ordered in paragraph 3.c. herein; and

   f. Maintain the activation system ordered in paragraph 4.e. above and maintain that part of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof.

5. Marion County shall bear 1-1/8 percent of the cost of constructing the crossing and of furnishing and installing the traffic signalization, interconnecting circuitry, activating system for train preemption, the train indicator signal, and advance warning devices ordered herein.

6. Oregon Department of Transportation shall bear 85 percent of the cost of constructing the crossing and of furnishing and installing the traffic signalization, interconnecting circuitry, activating system for train preemption, the train indicator signal and advance warning devices ordered herein.

7. Each party shall notify the Commissioner upon completion of its portion of the project.

8. In the event of a malfunction of the traffic light signal system at the intersection of Front and Division Street, the following will take place:

   a. The City of Salem's police dispatcher shall, within 15 minutes of notification of the failure, notify the Chief Dispatcher, Burlington Northern, Inc., located in Vancouver, Washington of the traffic signal malfunction; and

   b. The City of Salem shall provide the Commissioner with written notice of each malfunction of said traffic signals of 15 minutes duration or longer.

9. Except for paragraphs 3.a. and 4.a. of the ordering paragraphs, any party aggrieved by this order may request the Commissioner to hold a hearing to determine whether this order should continue in effect. Any such request for a hearing is to be submitted to the Commissioner not less than 60 days after the date of service of this order. The Commissioner will hold a hearing not later than 60 days after receipt of such a request. No request for a hearing under ORS 756.515(5) shall operate to suspend the effect of paragraphs 3.a. or 4.a. of the ordering paragraphs herein in that timely construction of the crossing is necessary for the public health and safety.

Made, entered and effective 1/29/80.

JOHN J. LOBDELL
Public Utility Commissioner

#1E
Front St Bypass

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

February 11, 1980

Mr. L. E. George
State Traffic Engineer
Highway Division
504-A Transportation Bldg.
Salem, Oregon 97310

Subject: Traffic Signal Installation--Front Street at State Street

Dear Bud:

Enclosed is a certified copy of Resolution 80-38 passed by the Salem City Council on February 4, 1980, which officially closes the north and south crosswalks across Front at State Street. This will confirm our prior commitment to close these crosswalks and to design the signal at this intersection without pedestrian crossings across Front Street.

If you have any questions, please call.

Sincerely,

Bruce F. Schafer
City Traffic Engineer

By Lew Garrison
Lew Garrison
Traffic Design Engineer

NOTED
L. E. GEORGE

Enclosure

cc: Ralph Lambert
Lou McNicoll

LHG/kms

NOTED
VERNON L. TABERY

NOTED
W.R.

RECEIVED
13 1980
TRAFFIC ENGINEERING

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached copy of City of Salem Resolution 80-38, adopted by the City Council on February 4, 1980, has been prepared by me, compared with the original and is a true and correct copy of the original and of the whole of the said Resolution.

WITNESS my Hand and the Seal of the City of Salem, Oregon this eleventh day of February, 1980.

Betty J. Marsh
City Recorder

RESOLUTION NO. 80-38

WHEREAS, to alleviatetraffic congestion, to minimize existing traffic hazards and to promote the safety and general welfare of the Citizens of the City of Salem, the Citizens Advisory Traffic Commission has recommended that the eastbound and westbound crosswalks on Front Street at State Street be closed when the intersection's signalization is installed and operational; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

Section 1. That the eastbound and westbound crosswalks on Front Street at State Street be closed when the intersection's signalization is installed and operational.

Section 2. That the director of public works is hereby directed to erect the necessary signs and make the appropriate markings to effectuate the purposes of this resolution.

ADOPTED by the Common Council this 4th day of February, 1980.

ATTEST:

CITY RECORDER

FILE
1E

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

January 10, 1980

Duane Christensen, Final Design Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: FRONT STREET BYPASS
DIVISION ST. TO CHURCH ST.
SIGNALS AND ILLUMINATION
DIVISION ST. @ FRONT ST.

Dear Mr. Christensen;

The City filed an application for rail-highway grade crossing protection with the Public Utility Commissioner on September 28, 1979, for the Division at Front Intersection. The application proposed a drop gate and activated part time turn restriction signs. The P.U.C. served this application on all parties of interest.

Burlington Northern responded with the attached letter of December 12, 1979. The City has agreed to Burlington Northern's proposal.

Dave Astle, Assistant P.U.C. Commissioner, requested signal plans in his letter of December 28, 1979, copy attached.

Bud George, State Highway Traffic Engineer, told us he could not provide the signal plans in the time required. Therefor the City's Traffic Division has prepared the enclosed preliminary traffic signal plans for this intersection. Copies of these plans were provided to Mr. Astle on January 10, 1980.

Please include the Division at Front St. traffic signal in the signal and illumination contract for the Front St. ByPass project.

If you have any questions concerning the design details of this signal, please contact Lew Garrison, Traffic Design Engineer at 588-6075.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

B.T. Van Wormer, P.E.
Assistant Director of Public Works
and Acting City Engineer

BTV/RWL/jp
cc: Bruce Schafer, Traffic Engineer
Lew Garrison, Traffic Design Engineer
Ralph Lambert, Project Engineer

LEG

NOTED
W. R. ZI[illegible]ES

~~[illegible]~~
~~[illegible]~~
File

BURLINGTON NORTHERN

ENGINEERING DIVISION

176 East Fifth Street
St. Paul, Minnesota 55101
Telephone (612) 298-2121

December 12, 1979

Mr. David J. Astle
Assistant Commissioner
Public Utility Commission of Oregon
Labor & Industries Building
Salem, Oregon 97310

Dear Mr. Astle:

Relative to the application of the city of Salem for the authority, pursuant to ORS 763.030, to alter a grade crossing of Division Street and Front Street and Burlington Northern Inc. main line in Salem, Ore.

To confirm our conversation of November 21 and in view of traffic on Division Street crossing Front Street and continuing across the tracks on Division Street in both directions as indicated in your letter of November 28, we are recommending that traffic signalization be substituted for the automatic gate and passive signs proposed in the application. If it is agreed the traffic signals be installed, we too agree that the traffic signals be interconnected with the signals to be installed at the intersection of Front Street and Front Street bypass. During preemption, traffic from the bypass should not be directed north on Front Street when traffic signals at Division and Front are activated.

This installation would be predicated on the traffic signals being installed and maintained by the city.

NOTED
VERNON L. TABERY

Yours truly,

D. D. Thomas
D. D. Thomas
Director Public Works Planning

cc: Mr. R. E. Anderson
Mr. Russ Abolt, Asst. City Mgr.
555 Liberty Street SE
Salem, Oregon 97301

12/28/79
I dont know if I agree or not. I dont have all the info I need
LEG

NOTED
L.E. GEORGE

Wh[illegible] B.N. [illegible]?
Is this intended applica[illegible] [illegible]? I doubt that FHWA will approve.

NOTED
W. R. Z[illegible]ES

Files: 1781 Oregon
Salem, OR-15 Division & Front

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DEC 28 1979
TRAFFIC ENGINEERING

XC: L.E. George
C.O. Fredrickson
Bill Cole.

KRR

MP 47.94

CITY File
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

Department of Utilities/Public Works

1 Versteeg
2 Christensen
George
Olsen
Tarpin
Sullivan
Scott
Savage

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ENGINEERING SECTION

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August 31, 1978

Oregon State Department of Transportation
State Transportation Building
Salem, Oregon 97310

ATTENTION: Bill Cole
Design Engineer Supervisor

SUBJECT: Front Street Bypass
Division Street to Trade Street
Final Design Miscellaneous Items

Gentlemen:

This letter is to document various design items discussed at a meeting on August 15, 1978 in Bud George's office at ODOT.

Attendees: Bud George, William Zirbes, Duane Christensen, Bill Cole, Bob Whitby, OSHD; and Lew Garrison, Ralph Lambert, City of Salem.

Commercial at Division Intersection

ODOT staff proposed the attached revised design plan concept for this intersection. This revised design improves vehicular safety for Southbound Commercial Street to Westbound Division Street movement. In addition, it improves pedestrian safety for crossing this intersection. The City approved this revised intersection concept.

Front Street Bypass at Front Street Traffic Signal

This signal does not appear to be warranted based on criteria set forth in the Manual On Uniform Traffic Control Devices. However, looking at this intersection and its relationship to proposed railroad trackage and crossing protection; and this intersection's proximity to the Division at Commercial intersection, indicates some potential safety problems if no signal is installed. The Public Utility Commissioner's Office has informally indicated to the City a possible need for railroad drop gates and an interconnect to a signal at Front Street Bypass and Front Street. In planning the Front Street Bypass, this City has always anticipated a signal at Front Street interconnected to the Commercial at Division traffic signal. The City is in support of ODOT including a signal at Front Street Bypass and Front Street, in the Front Street Bypass contract.

NOTED
L. E. GEORGE

NOTED
DWAYNE HOFSTETTER

NOTED
W. R. ZIRBES

Marion - Center Bridge Column Barriers

Attached is a xerox of a portion of the detail map in the vicinity of the Marion and Center Street Bridges. It shows "New Jersey Type" barriers at each bridge column. The City can understand the need for three of these barriers where the edge of the travel lane is within 5 feet of the face of the column (see attached plan). However, there are three locations where the face of the column is 16 feet ± from the edge of the travel lane. Since this is a 35 MPH urban situation, we do not see the need for these three barriers, and recommend deleting them from the project.

Trade Street - Commercial Street to Liberty Street

In order for the Front Street Bypass to operate properly, the portion of Trade Street between Commercial and Liberty Streets must be revised from the present two-way traffic to one-way eastbound with a westbound "Fire Only" lane along the south curb. In addition the existing traffic signals on Trade Street at Commercial and Liberty Streets will need to be revised for the new traffic lanes and to eliminate the railroad pre-emption. (Fire pre-emption will still be required.) Attached is a conceptual plan for this block of Trade Street. The City concurs in adding this block of Trade Street to ODOT's Front Street Bypass construction plans.

Bikeramp Gutter "Lip"

It was discussed whether to use a 1/2" lip or no lip. ODOT now specifies no lip. The City of Salem standard drawing (copy attached) specifies 1/2" maximum lip. The City recommends that 1/2" maximum lip be specified on the Front Street Bypass Project.

Very truly yours,

EDWARD A. SIGURDSON, P.E.
City Engineer

RL:skl

cc: Ralph Lambert, Project Engineer
Doug Van Dyke, Traffic Administrator

Attachment

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities
DEPT

378-6511
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: February 6, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF: 1122
CROSSING NO: 3E-70.89 (ALTER)
3E-70.90 (NEW)

NOTED
H. S. COULTER

Attached is a copy of Order No. 80-067 issued by the Public Utility Commission on January 29, 1980, relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
C. O. Fredrickson
R. Kuehn
K. Wolfe
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

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FOR
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ORDER NO. 80-067

ENTERED January 29, 1980

CROSSING NO. 3E-70.89 (ALTER)

AND 3E-70.90 (NEW)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1122

In the Matter of the Application of the)
CITY OF SALEM for the authority, pursuant)
to ORS 763.030, to alter a grade crossing)
of Division Stret and Front Street and)
Oregon Electric Railway Company (Burling-)
ton Northern, Inc.), Main Line, in Salem,)
Marion County, Oregon. (Front Street #2))

ORDER

On September 28, 1979, the City of Salem duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Division Street at Front Street, streets under applicant's jurisdiction, and the main track of Oregon Electric Railway Company, main line, in Salem, Marion County, Oregon. Subsequently, on November 30, 1979, applicant amended its application to include a request for authority under ORS 763.020 to construct a new grade crossing of Front Street and the main track of Oregon Electric Company, main line, in Salem, Marion County, Oregon.

The following parties made comments and recommendations on the application as follows: PUC staff by letters dated October 30, 1979, November 28, 1979, and December 28, 1979; Oregon Department of Transportation by letter dated November 26, 1979; applicant by letter dated November 30, 1979; Pacific Northwest Bell Telephone Company by letter dated December 5, 1979; and Burlington Northern Inc. by letter dated December 18, 1979.

Copies of the application, amendments and responses thereto were duly served upon Oregon Electric Railway Company, Southern Pacific Transportation Company, Oregon Department of

RECEIVED
FEB 6 1980
RR & UTILITY UNIT

Transportation, Marion County, Portland General Electric Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, Salem Electric, Viacom Cablevision of Salem, and the Department of Land Conservation and Development. No objection by any party has been made to the granting of the application as amended.

This is part of a project known as the Front Street Bypass Project. Its purpose is to improve the traffic-carrying capacity of Front Street by eliminating railroad-highway conflicts, adding new traffic lanes and providing an arterial connection between Front Street and Commercial Street, one block east.

At the site of the proposed altered crossing, Division Street, an east-west two-way street, intersects Front Street, a north-south two-way arterial street. Division Street is 40 feet wide east of Front Street, consisting of two 12-foot travel lanes and two 8-foot parking areas. West of Front Street Division is 59 feet wide, consisting of two 12-foot travel lanes and two 17-1/2 foot parking areas. At the present time, through traffic on Division crosses three railroad tracks at grade when crossing Front Street. From west to east, these are two spur tracks and the Oregon Electric main line track. (NOTE: In its application, Item 11b[1], applicant identified both spur tracks as Southern Pacific tracks; however, the map attached to the application identifies the most westerly track as a "BNRR" track. In fact, the westerly track springs from the Oregon Electric line just south of Division Street.) Upon completion of this project, both spur tracks will be removed from Front Street, leaving only the Oregon Electric main line track. This will eliminate Crossing CM-719.79-C, the Southern Pacific crossing of Division Street at Front Street.

The proposed new crossing will involve Front Street, just south of its intersection with Division Street. Front Street is to be realigned toward the east, south of Division. It will curve to connect with a new arterial street (identified by applicant as the "Front Street Bypass") which is being constructed between Commercial Street and Front Street. This new intersection will be approximately 130 feet from the point where traffic in the southbound lane of Front Street will cross the Oregon Electric main line as proposed herein. The Oregon Electric track also will be curved at the new crossing and will intersect the southbound traffic lane of Front Street at an angle of 35°. At the point of the new crossing, Front Street will be 44 feet wide. Only that part of Front used by southbound traffic (the westerly 22 feet) will be involved in the proposed new crossing.

Applicant proposes to install traffic signalization at the intersection of Front Street and Division Street. This signalization will be preempted by train movements. In addition, the traffic signals at this intersection will be interconnected with traffic signals to be installed at the new intersection of Front Street and the Front Street Bypass, so that any southbound traffic on Front, which may be stopped on the track while waiting to enter the Front Street Bypass, will be allowed to clear prior to train occupation of the crossing. One part-time "NO LEFT TURN" restriction sign will be installed at the intersection of Front and Division, facing northbound traffic on Front, to prevent left turns on Division when a train is approaching or in the crossing. Another part-time "NO RIGHT TURN" restriction sign will be installed facing eastbound traffic on Division to prevent right turns onto Front when a train is approaching or occupying the crossing.

Train movements over the two crossings will not be governed by the aspect of the traffic signals to be installed at the intersection of Division and Front Streets. However, each northbound train will receive a positive indication in advance of the crossing if the traffic signals at Front and Division are operating. Train-operating personnel will be instructed to approach the crossing prepared to stop whenever a positive indication is not displayed. Operating personnel on southbound trains will be instructed to observe the operation of the traffic signals when approaching this intersection. When such signals are not operating, the train will approach the crossing prepared to stop.

Due consideration has been given to all representations in the application as amended and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application as amended, the files and field investigation of the Commissioner, it is found that the new crossing of Front Street, southbound, is required by the public safety and welfare. A grade separation is not practical or necessary at this location. It is further found that the existing crossing of Division Street should be altered. Therefore, the application as amended is granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to construct the crossing of Front Street, southbound, as requested herein is hereby granted upon the condition that physical

construction of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

2. The authority to alter the crossing of Division Street at Front Street as requested herein, is hereby granted upon the condition that physical construction of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

3. Applicant shall:

    a. Construct that portion of each crossing lying outside lines drawn two feet outside each rail, and bear 13-7/8 percent of the cost thereof;

    b. Bear 13-7/8 percent of the cost of furnishing and installing the traffic signal preemption activation system ordered in paragraph 4.e. herein, and of constructing that part of the crossing lying between lines drawn two feet outside each rail;

    c. Furnish and install traffic signals, supplemented with two part-time turn restriction signs, as described above in the body of this order, at the intersection of Front Street and Division Street, said signals and part-time turn restriction signs to be interconnected with activation circuitry to be installed on the railroad, and to operate upon train preemption as shown in the railroad preemption plan attached to applicant's letter of January 9, 1980, and bear 13-7/8 percent of the cost thereof;

    d. In conjunction with the traffic signals ordered in paragraph 3.c. above, furnish and install a train indication signal and supplemental sign bearing the words "TRAIN

INDICATOR" to operate as described in paragraph 4.a. herein, and to be installed south of the intersection of Front Street and Division Street at a location to be determined by the railroad, and bear 13-7/8 percent of the cost thereof;

e. Interconnect the traffic signals at Front and Division Street with traffic signals to be installed at the intersection of Front Street and the Front Street Bypass, said signalization to operate upon train preemption as shown in the railroad preemption plan attached to the application in this matter, except that, at applicant's option, the left-turn signal for northbound traffic on the Front Street Bypass may cycle normally during the preemption phase;

f. Furnish and install one advance warning sign and advance warning pavement markings on Division Street, approximately 150 feet in advance of the crossing on each approach to the crossing, and bear 13-7/8 percent of the cost thereof;

g. Furnish and install one advance warning sign and advance warning pavement markings on Front Street, approximately 210 feet north of the crossing, and bear 13-7/8 percent of the cost thereof; and

h. Maintain the traffic signalization and part-time turn restriction signs ordered in paragraph 3.c. above, the train indication signal ordered in paragraph 3.d. above, the interconnection ordered in paragraph 3.e. above, the advance warning signs and pavement markings ordered in paragraphs 3.f. and 3.g. above, and maintain that part of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof.

4. Oregon Electric Railway shall:

   a. Subject to reimbursement as provided herein, construct that part of the crossing lying between lines drawn two feet outside each rail;

   b. Notify applicant regarding the proper location for the train indication signal ordered in paragraph 3.d. herein, said signal to be interconnected with the traffic signalization to be installed at the intersection of Front Street and Division Street, and to operate in a manner that will give the operator of each approaching train a positive signal indication if said traffic signalization is operating;

   c. Instruct its operating personnel to approach the Front and Division Street crossings from the south prepared to stop whenever the indication signal ordered in paragraph 3.d. herein fails to display a positive indication;

   d. Instruct its operating personnel to observe the operation of the traffic signals at Division Street when approaching from the north, and to approach the crossing prepared to stop whenever said signals are not operating;

   e. Subject to reimbursement as provided herein, furnish and install motion-sensing devices and associated circuitry as needed to activate the preemption phase of the traffic signalization ordered in paragraph 3.c. herein; and

   f. Maintain the activation system ordered in paragraph 4.e. above and maintain that part of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof.

5. Marion County shall bear 1-1/8 percent of the cost of constructing the crossing and of furnishing and installing the traffic signalization, interconnecting circuitry, activating system for train preemption, the train indicator signal, and advance warning devices ordered herein.

6. Oregon Department of Transportation shall bear 85 percent of the cost of constructing the crossing and of furnishing and installing the traffic signalization, interconnecting circuitry, activating system for train preemption, the train indicator signal and advance warning devices ordered herein.

7. Each party shall notify the Commissioner upon completion of its portion of the project.

8. In the event of a malfunction of the traffic light signal system at the intersection of Front and Division Street, the following will take place:

   a. The City of Salem's police dispatcher shall, within 15 minutes of notification of the failure, notify the Chief Dispatcher, Burlington Northern, Inc., located in Vancouver, Washington of the traffic signal malfunction; and

   b. The City of Salem shall provide the Commissioner with written notice of each malfunction of said traffic signals of 15 minutes duration or longer.

9. Except for paragraphs 3.a. and 4.a. of the ordering paragraphs, any party aggrieved by this order may request the Commissioner to hold a hearing to determine whether this order should continue in effect. Any such request for a hearing is to be submitted to the Commissioner not less than 60 days after the date of service of this order. The Commissioner will hold a hearing not later than 60 days after receipt of such a request. No request for a hearing under ORS 756.515(5) shall operate to suspend the effect of paragraphs 3.a. or 4.a. of the ordering paragraphs herein in that timely construction of the crossing is necessary for the public health and safety.

Made, entered and effective 1/29/80.

JOHN J. LOBDELL
Public Utility Commissioner

1859

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: W. J. Hart
Bridge Engineer

DATE: December 3, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Division Street-Trade Street (Salem)
FAU 1705 (Front Street)
Marion County

The attached sketches show the general design for a proposed signal structure at Division Street and Commercial Street which is part of this project.

The steering committee for this project has requested the installation of a monotube type structure constructed of weathering steel for support of the traffic signals. The design should be similar to the structures done by a Canadian firm for the State of Washington. Pictures and drawings of the Canadian design were sent to you previously.

Please prepare plans for a structure to support the traffic signals and signs shown on the attached sketches.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

JII:ds
Attachments

cc: E. S. Hunter w/attachments

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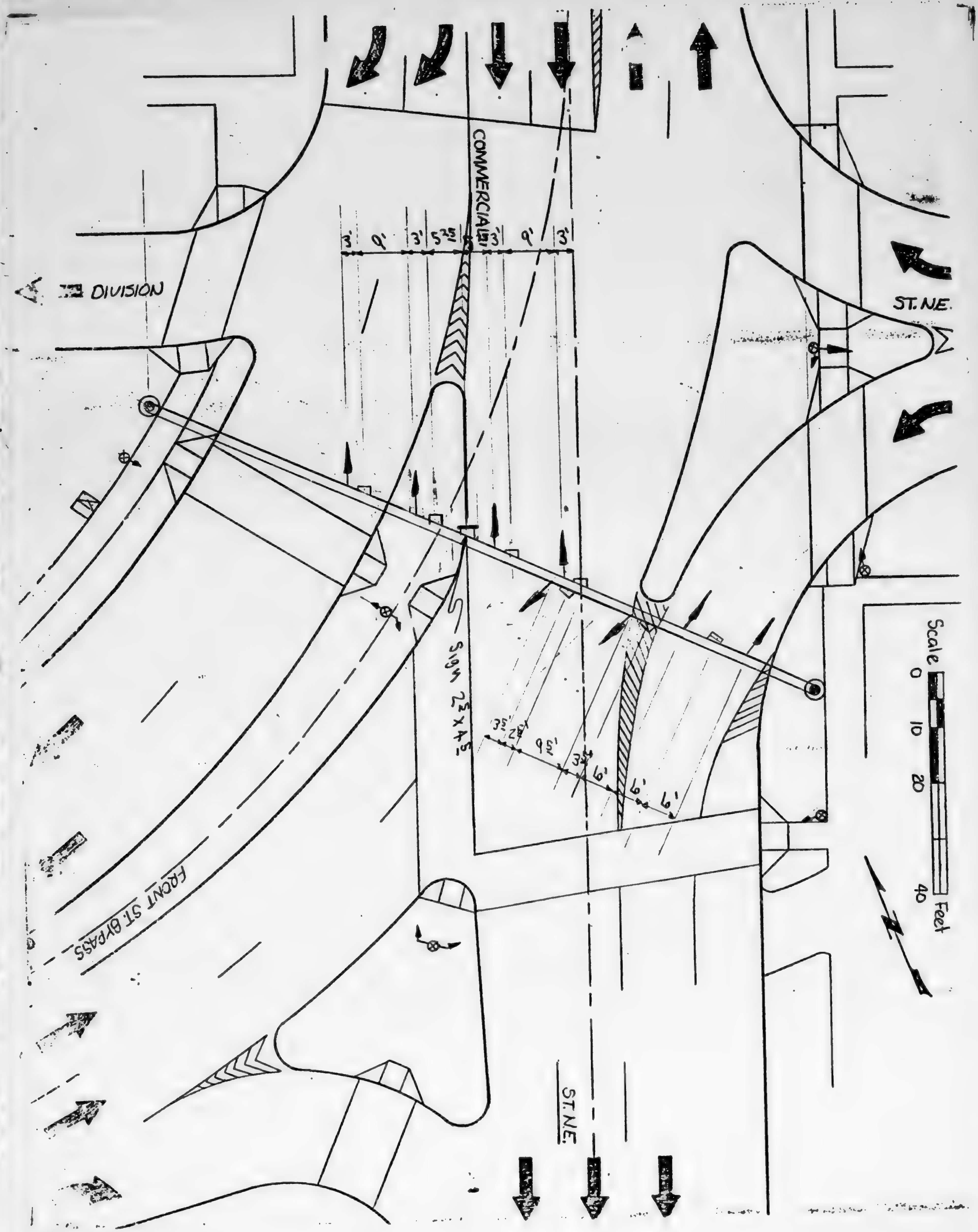
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DIVISION
ST. NE.
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3.5'
6'
6'
6'
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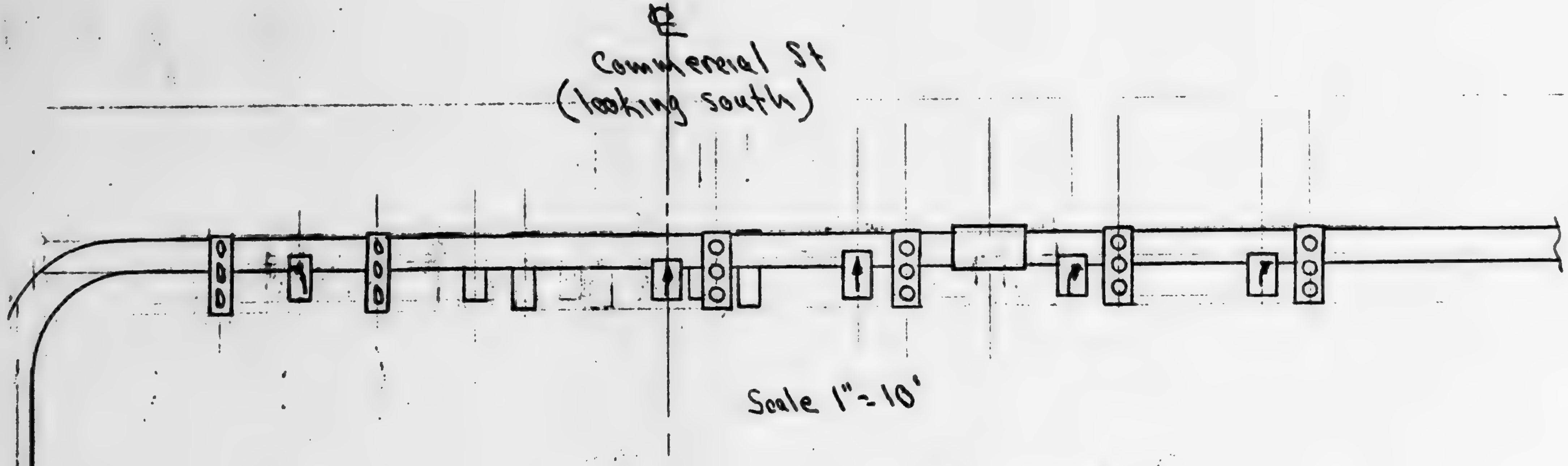
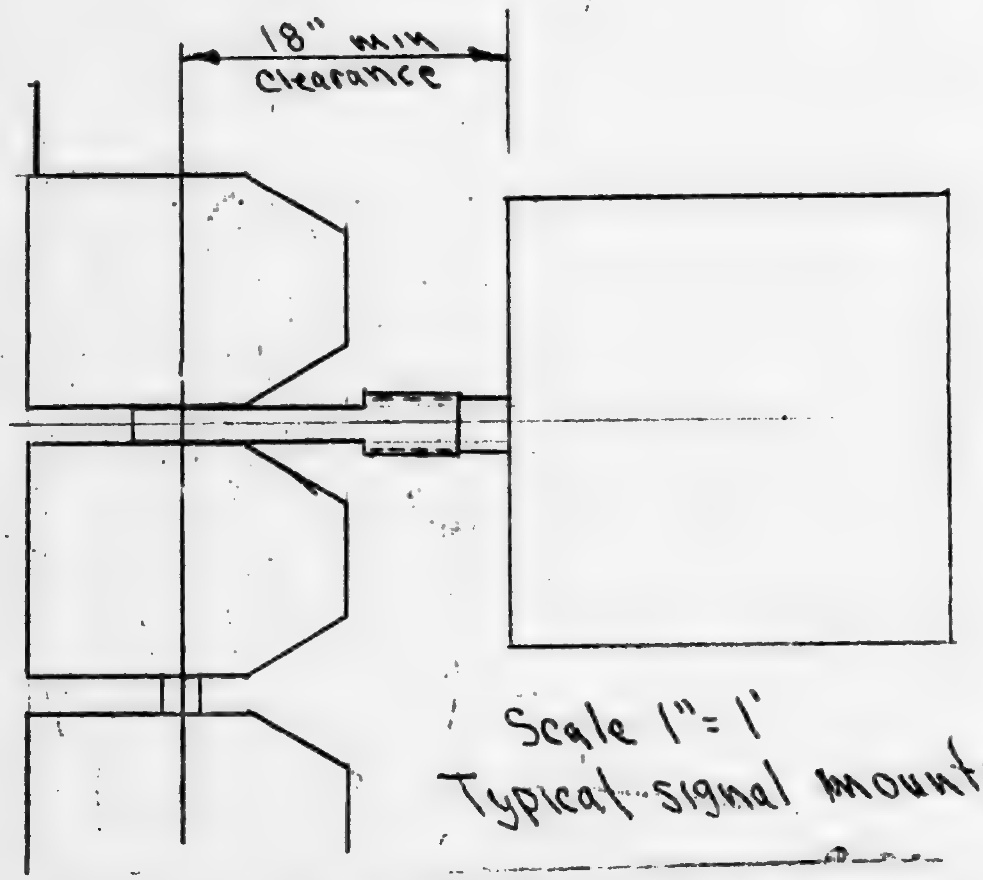
Feet
FRONT ST. BYPASS
ST. NE.

Signals - 60 lb & 9 sq ft
Signs - 60 lb & 5 sq ft

Commercial St at Division St
Proposed signal structure
12/3/79


℄
Commercial St
(looking south)

Scale 1" = 10'


18" min
clearance

Scale 1" = 1'
Typical signal mounting

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project M-1705(1)
Division St. N.E.-Trade St. S.E. (Salem)
Front Street Bypass
Marion County

11-1-79
DATE: October 30, 1979

In reply refer to: HFO.2-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed the October 9, 1979, preliminary plans for the subject project. We find the proposed installation of a signal support with an impact attenuator in the traffic separation island at the intersection of Commercial, Front, and Division Streets to be unacceptable due to its potential safety hazard. We recommend consideration be given to a "clear span" type design for sign and signal head support in this intersection.

We also recommend that the proposed pedestrian crossings within this intersection be removed. With adequate provisons for pedestrian crossings at Station 28+50, which is approximately 300' to the west, the need for the crossing is questionable and the prospect of unnecessarily placing a pedestrian in a potentially hazardous crossing situation is unacceptable.

G. K. Hossner
for G. L. Green

cc: L. E. George (OSHD)

11-9-79
Bud to try to settle w/ meeting of McNecoll + Hossner etc next week.
ESH.

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NOV - 5 1979
TRAFFIC ENGINEERING

October 9, 1979

Mr. B. T. Van Wormer
Assistant Director of Public Works
and Acting City Engineer
City of Salem
556 Liberty Street, S.E.
Salem, OR 97301

Dear Mr. Van Wormer:

The signal revisions on Trade Street at Commercial and Liberty Streets required by the Front Street Bypass Project have been carefully reviewed.

We find that with a small revision to the existing span wire installation and a new controller, the existing signals will operate properly. The controller and circuit installation cost for both locations is estimated at $35,000.

To install mast arms at both locations would require starting at the ground and replacing all the poles and equipment. This is estimated at $90,000.

Because of the large difference in cost, we recommend revising the existing span wire installation and we will proceed on that basis.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

ESH:ja

bc L. E. George
C. O. Fredrickson

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

September 17, 1979

Duane Christensen, Final Design Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr Christensen:

SUBJECT: FRONT STREET BYPASS
DIVISION STREET TO TRADE STREET SECTION
TRAFFIC SIGNALS

The Front Street Bypass includes revision of the span wire signals on Trade Street at Commercial Street and at Liberty Street.

Originally these signals were only to be modified, i.e., replace the controller and move or remove traffic signal heads. Now the plans designed by the State almost completely replace both signals including a majority of the traffic signal poles.

Since the magnitude of the work has changed to a complete replacement, we request the State redesign the signals with mast arm supports to conform to the remainder of the Front Street design and the Pringle Parkway design.

Very truly yours,

B.T. Van Wormer

B.T. VAN WORMER, P.E.
Assistant Director of Public Works
and Acting City Engineer

BTV/RWL:dcd

c.c.
Ed Hunter, Technical Services Engineer, ODOT ✓
L.E. George, Traffic Engineer, ODOT
Lew Garrison, Traffic Design Engineer, City
Ralph Lambert, Project Engineer
Don MacFadden, Chief Design Engineer, City

E. S. HUNTER

Bud George
Is this OK with you?
How about cost increase?
ESH

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FOR
Info Invest R/D D/R Sign Act File

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 20, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

City of Salem is requesting a $536,400 project to widen a 0.57 mile segment of the Ferry Street-Trade Street couplet from the present two lanes to three lanes. The project will include removal of existing railroad tracks on Trade Street, installing illumination and landscaping, and miscellaneous minor work on Commercial, Liberty, High, and Church Streets between Ferry and Trade Streets. State will perform the preliminary and construction engineering. The 15% local match will be provided by City of Salem (92.5%) and Marion County (7.5%). The location of the proposed project is indicated on the attached map. In Summary:

Jurisdiction	Section	Est. Total Cost	Federal Funds	City Share	County Share
Salem	Commercial St.-Trade St. Section, Ferry St.-Trade St. Couplet, FAU 1705	$536,400	$455,940	$74,425	$6,035

Region 2 and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds withdrawn from the I-305 Freeway. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H. S. Coulter
State Highway Engineer

Date 9/20/79

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DOT DIRECTOR
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FOR
Info Inves R/D D/R Sign Act File

GEZ:pf
Attachment
D. E. Swan - Please Program & Update PMS.
cc w/Attachment:
- F. B. Klaboe ✓
- L. W. Rulien
- E. S. Hunter
- D. H. Moehring
- C. T. Keasey
- R. L. Schroeder
- G. Bell
- J. H. Versteeg
- L. E. George
- G. Potter
- F. E. Terpin
- W. J. Hart
- J. B. Boyd
- R. Trygstad
- D. O. Christensen
- J. Sullivan
- F. W. Yarbrough
- J. Grassman
- F. Lowe
- Region 2:
  - C. O. Fredrickson
  - P. Stearns
  - J. Dixon

PROJECT MANAGEMENT BRANCH
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PLE ☐ RE ☐ PRE ☐
SEP 21 1979
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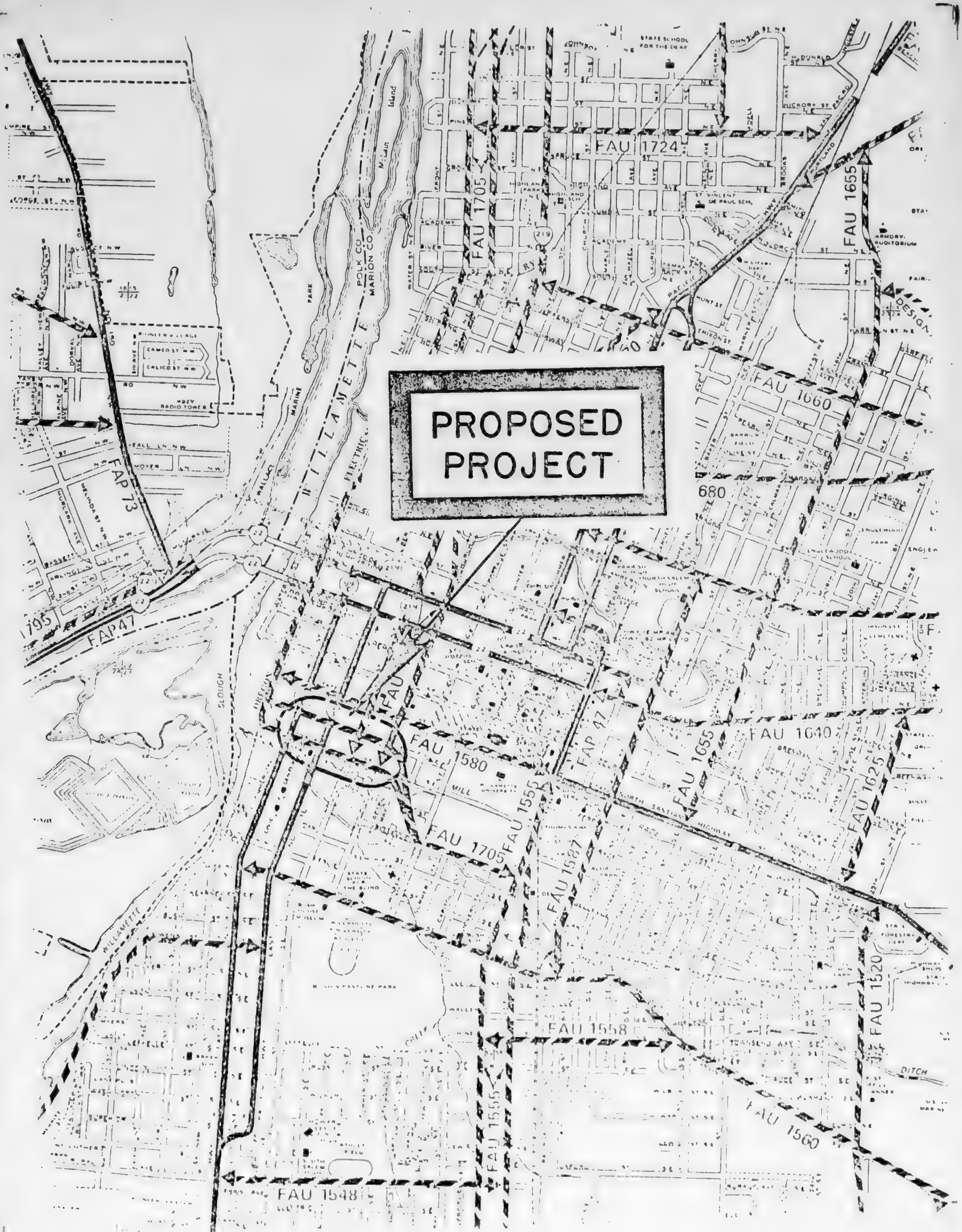
FOR ____________
FILE: PM FA LG.

125-1387


PROPOSED PROJECT
FAU 1724
FAU 1705
FAU 1655
FAU 1660
FAU 1640
FAU 1625
FAU 1580
FAU 1555
FAU 1587
FAP 47
FAU 1705
FAU 1520
FAU 1558
FAU 1560
FAU 1548
FAU
FAP 73
FAP 47
1795
680
WILLAMETTE
SLOUGH
POLK CO.
MARION CO.
ELECTRIC
STATE SCHOOL FOR THE DEAF
ST. VINCENT DE PAUL SEM.
ARMORY AUDITORIUM
DITCH
DESIGN

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 16, 1979

NOTED
E. S. HUNTER

Don Seymour
Legal Counsel
Public Contract Review Board
Department of Justice
100 State Office Building
Salem OR 97310

Division St.N.E.-Trade St.S.E.(Salem) Sec.
Marion County
Bridge 16356

On August 10, 1979 we wrote you a letter requesting a Specific Exemption (OAR127-20-050) for use of General Electric luminaires on the above project and to accomplish this under a Unanimous Consent Calendar (OAR127-30-040).

However, on further investigation we have found that the City of Salem's letter is in error. A misunderstanding between PGE's division office and local office led to the wrong information.

Because of this we will write a general performance specification for the luminaire rather than one specific manufactured item and, therefore, withdraw our previous request.

WALTER J. HAR

Walter J. Hart
Bridge Engineer

cc E. S. Hunter
C. T. Keasey
C. O. Fredrickson
City of Salem (Ralph Lambert, Proj. Mgr.)

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FOR
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Form 734-3122

1-9

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 16, 1979

NOTED
E. S. HUNTER

Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center St. N.E.
Salem OR 97301

Division St.N.E.-Trade St.S.E.(Salem) Sec.
Marion County
Illumination
Bridge 16356

On August 10, 1979 we wrote you a letter requesting your approval to specify General Electric luminaires on the above project. However, on further investigation we have found that the City of Salem's letter is in error. A misunderstanding between PGE's division office and local office led to the wrong information.

We will now specify a general performance specification for the luminaire rather than one specific manufactured item.

WALTE HAR

Walter J. Hart
Bridge Engineer

cc E. S. Hunter
C. T. Keasey
C. O. Fredrickson
City of Salem (Ralph Lambert, Proj. Mgr.)

RECEIVED
TECHNICAL SERVICES
AUG 16 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

August 10, 1979

Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center ST NE
Salem OR 97301

Division St N.E.-Trade St. S.E.(Salem) Sec.
Illumination
Bridge 16356

Upon completion of the above project, the City of Salem will request Portland General Electric Co. to supply the power for, and maintain the street lights.

The city has requested that the luminaires for this project be compatible with the existing equipment which Portland General Electric now maintains. Because of this, we will specify that the contractor supply only General Electric luminaires on this job. Your approval to specify these proprietary fixtures is requested.

A copy of the City of Salem's letter is enclosed.

Walter J. Hart
Bridge Engineer

Enclosure

cc E. S. Hunter
D. H. Moehring
C. O. Fredrickson
City of Salem - Ralph Lambert

RECEIVED
TECHNICAL SERVICES
AUG 10 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 10, 1979

Don Seymour
Legal Counsel
Public Contract Review Board
Department of Justice
100 State Office Building
Salem OR 97310

NOTED
E. S. HUNTER

Division St. N.E.-Trade St. S.E. (Salem) Sec.
Marion County
Bridge 16356

We are currently designing a road improvement project on Division St. N.E.-Trade St. S.E. (Salem) for the City of Salem. This project requires light pole luminaires of the type produced by General Electric, Westinghouse, and others.

Upon completion of the above project, the City of Salem will request Portland General Electric to supply the power for, and maintain the street lights. The City has requested that the luminaires for this project be compatible with the existing equipment which Portland General Electric now maintains. (A copy of the City of Salem's letter is enclosed.) Portland General Electric maintains and stocks only General Electric luminaires.

We request a Specific Exemption (OAR127-20-050) for use of General Electric luminaires only on this project. We further request this be accomplished under a Unanimous Consent Calendar OAR127-30-040.

Walter J. Hart
Bridge Engineer

Enclosure

cc E. S. Hunter
C. T. Keasey
Jack Sollis
C. O. Fredrickson
City of Salem (Ralph Lambert, Proj. Mgr.)

RECEIVED
TECHNICAL SERVICES
AUG 13 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

955-6.110

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

Department of Utilities/Public Works

July 24, 1979

Mr. Walter J. Hart
State Bridge Engineer
Oregon State Highway Division
2960 State Street
Salem, OR 97301

ATTN: Bob Dixon

Re: Front Street (Ferry-Trade Couplet)
Illumination Plan

Dear Mr. Hart:

Portland General Electric will be maintaining the street lights on Front Street and on the Ferry - Trade Couplet for the City. We, therefore, request the fixtures designed and specified be compatible with existing equipment they now maintain.

Please design the street lights for 240 volt power and specify General Electric fixtures. This is the only brand they will maintain.

Underground power on the Ferry - Trade Couplet may vary from 240 volt. George Morrow, Portland General Electric, indicates some sources of power may be 208 volt. Please contact George for the specific location and voltage.

Sincerely,

Lew Garrison
LEWIS H. GARRISON
Traffic Design Engineer

LHG:tlm

cc: George Morrow, PGE
Wayne Hanville, PGE ✓
Ralph Lambert
Doug Van Dyke

RECEIVED
JUL [illegible] 1979
[illegible]

NOTED
R. W. ELLISON

STATE OF OREGON

Highway - Traffic
DEPT.

378-6537
TELEPHONE

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: July 26, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signal Design
Division and Commercial Streets
City of Salem

This letter is to serve as a file record concerning a meeting involving this office and the Front Street Bypass Committee. The signal design at Division and Commercial was discussed.

A commitment was made to the committee to continue the search for an acceptable signal support structure. Various factors involving mast arm, span wire and signal bridge support were discussed.

This office has initiated telephone requests to companies who fabricate aluminum support systems to determine if acceptable designs exist for lightweight, small, cross-section support structures, particularly signal bridges. A report will be given to the committee the latter part of August.

A second item involved crosswalk layout and design. L. H. Garrison and W. R. Zirbes are to confer on a satisfactory solution.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LEG:ds

cc: E. S. Hunter
W. R. Zirbes
L. H. Garrison
Robert Briscoe

RECEIVED
TECHNICAL SERVICES
JUL 27 [illegible]
REFER TO

CENTRAL FILES

Vic Atiyeh

July 17, 1979

Mr. B. T. Van Wormer
Assistant Director of Public Works
and Acting City Engineer
City of Salem
City Hall - 555 Liberty Street S.E.
Salem, OR 97301

Dear Mr. Van Wormer:

In reply to your July 2 letter, span wire mounted signals were decided upon at the intersection of Commercial and Division Streets to obtain more flexibility in vehicular head placement initially for future conditions and for more economical future maintenance. There are also less first costs (estimated at $3,000) in placing the span wire installation.

Better placement of heads is obtained by use of span wire mounting. The most effective placement for programmed heads is on the far portion of the lane to be controlled. Mast arms would require 45- to 50-foot arm lengths to accomplish this. Because of possible structural problems, we would prefer not to use arm lengths of this magnitude.

Although we realize that the appearance of traffic signal support structures is a matter of individual taste, it is believed that the general appearance of mast arms of the length under consideration would be too massive and overpowering. A 50-foot mast arm supported at the end of a 20-foot pole does not produce a pleasing design. The mast arm is 12 inches and the base diamater of the support pole is 16 to 18 inches. By contrast, the strain poles for the span wire installation would be from 20 to 30 feet in height and 12 inches in diameter.

Enclosed is a full-scale drawing showing in red a proposal to utilize a span wire installation that would reduce the span length from 125 feet to 112 feet. It would also provide a straight span alignment, making it easier to keep the programmed heads properly tethered. The heads in the center of the span would be placed as close as possible along the far portion of the lane to provide better programming.

A mast arm installation would require a pole in the center island, which would be vulnerable to vehicle collision. I would think, for safety reasons, an energy attenuation device would be needed and this would add to the clutter.

It appears to me, Van, that the span wire is more appropriate, both from a safety and an appearance point of view.

I'd be happy to discuss this further with you and Doug at any time.

Sincerely,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc L. E. George
J. H. Versteeg (enc.)
C. O. Fredrickson "
R. E. Nelson "

LEG:ds/ESH:ja

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

July 2, 1979

Ed Hunter, Assistant State Highway Engineer,
Technical Service Branch,
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Ed,

SUBJECT: FRONT STREET BYPASS
DIVISION STREET-TRADE STREET SECTION
COMMERCIAL AT DIVISION
SIGN - SIGNAL DESIGN

RECEIVED
TECHNICAL SERVICES
JUL 9 '79
REFER TO
George
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

This is in reply to your letter of June 21, 1979 to Robert Briscoe concerning the above intersection.

We thank you for abandoning the sign bridge ideas.

However, you are proposing a span wire installation for programmed traffic signal heads. We are not sure this will be acceptable for wind loads on programmed heads over such a long span.

On March 27, 1979 Lew Garrison, our Assistant Traffic Engineer, wrote the attached letter to Dick Nelson of Region 2. This letter and attached plan proposes mast arm poles to the side of the roadway. These will provide the rigid mounting needed for programmed signal heads, yet be safe. Your letter of June 21, 1979 only briefly mentions the 40 foot mast arms required.

We are currently using 38 foot mast arms at Bellvue and Winter Streets, with no apparent problems. It is our opinion that 40 foot mast arms at Commercial and Division Streets would work the best.

Ed
Can we use "mast arms" instead of span wire?
And, if not, why not?
Thanks
Regards Van

RECEIVED
1979
TRAFFIC ENGINEERING

NOTED
W. R. ZIRBES

We request a formal response to our March 27, 1979 letter, with supporting reasons why it may not be acceptable. We will also include this item on the June 25, 1979 Front Street Steering Committee Agenda for Final Resolution of this design problem.

Very truly yours,

B. T. VanWormer

B.T. VAN WORMER
Assistant Director of Public Works
and Acting City Engineer

c.c. Robert Briscoe, Chairman Front Street Steering Committee
Lew Garrison, Assistant Traffic Engineer
Ralph Lambert, Project Engineer
Dick Nelson, Region 2 OSHD Location Engineer.

Enclosures

BTV/RWL: dd

Ralph Lambert
cc: Jim Walker

DTV.
Doug V.
Don. M.
Lamb

JUN 1979
RECEIVED
Planning Divison

~~ROBERT W. STRAUB~~
Vic Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 21, 1979

RB 6/25

Mr. Robert Briscoe, Chairman
Front Street Bypass-Pringle
Creek Parkway Steering Committee
City of Salem
City Hall
Salem, OR 97301

Dear Mr. Briscoe:

This is to confirm our telephone conversation in which I stated we would abandon the sign bridge idea at the intersection of Division and Commercial and because mast arm installations would need to be about 40 feet long, we will utilize the span-wire arrangement to support the signal heads. The directional signing can be handled by post-mounting in advance of the intersection.

With regard to the Public Utility Commission crossing applications, as I stated, our workload is such that we cannot take over the preparation of the applications for the City but we can provide assistance by having Roger Trygstad help your people in the preparation. Roger estimates that if all the information is available each application will take one to one and one-half man days for preparation. Roger will be contacting Ralph Lambert today.

Sincerely,

Ed Hunter

E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

ESH:ja

Form 81-734-3122 (Rev. 7-77)

March 27, 1979

Mr. Dick Nelson
Region Location Engineer
Oregon State Highway Division
East Salem Highway Building
Salem, Oregon 97310

RE: Front Street Bypass - Alternative Signalization -
Division at Commercial Street, N.E.

Dear Mr. Nelson:

In lieu of an impact attenuator on Pole No. 2 (Division at Commercial), we have designed alternative locations for mast arm pole to the side of the roadway (see attached plans). These poles are 40 ft. in length and provide the rigid mounting for programmed signal heads. Illumination (if required) could be included on these poles.

The directional signing for this intersection should be placed well in advance, possibly also on a mast arm pole.

We do not feel a sign bridge would be approriate at this intersection due to its gross design, nor a span wire because of its inherent hazards of wind load on programmed heads over such a long span.

Please apprise of the status of this project and if we can be of any help, let us know.

Sincerely,

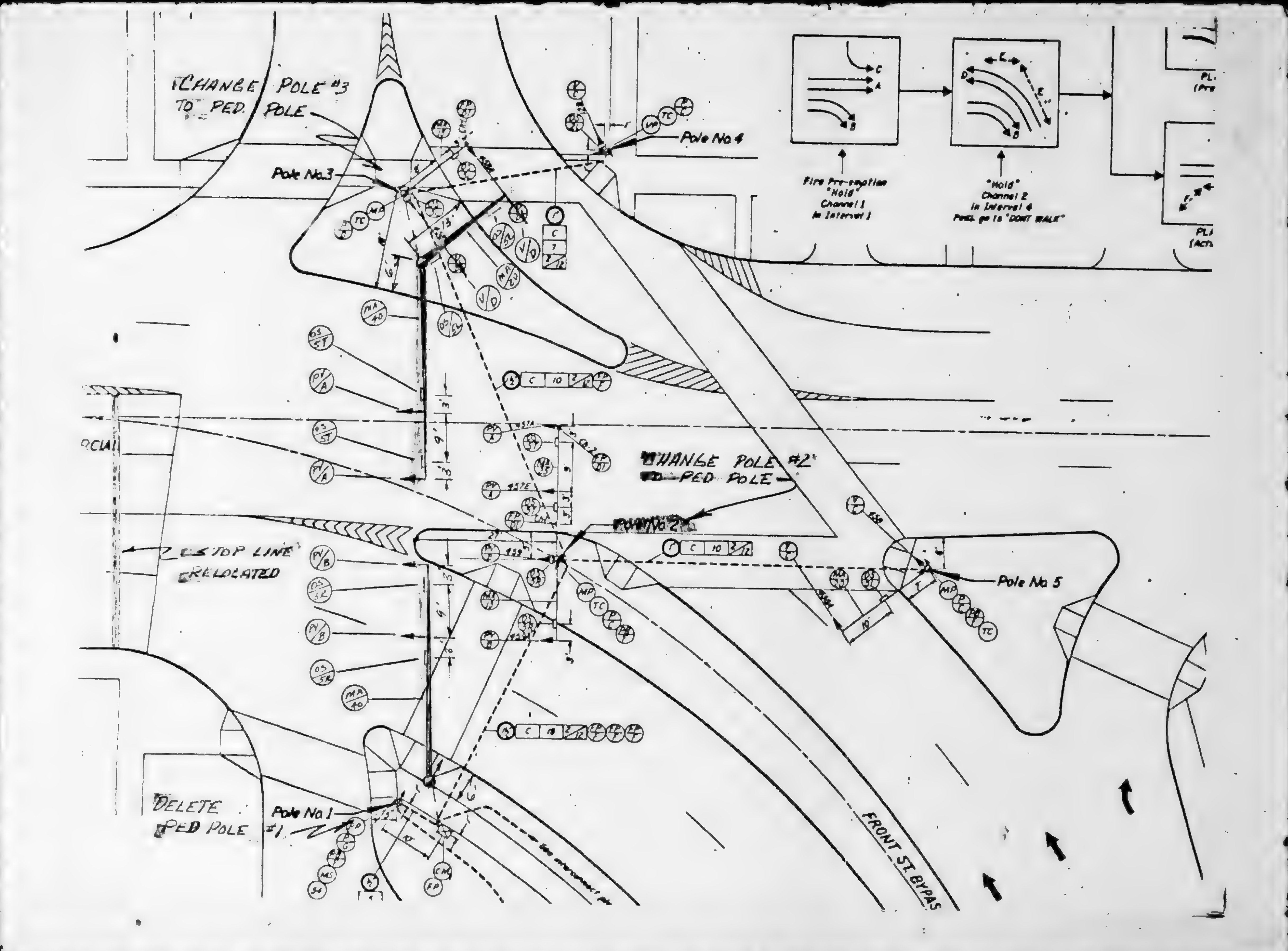
Lew

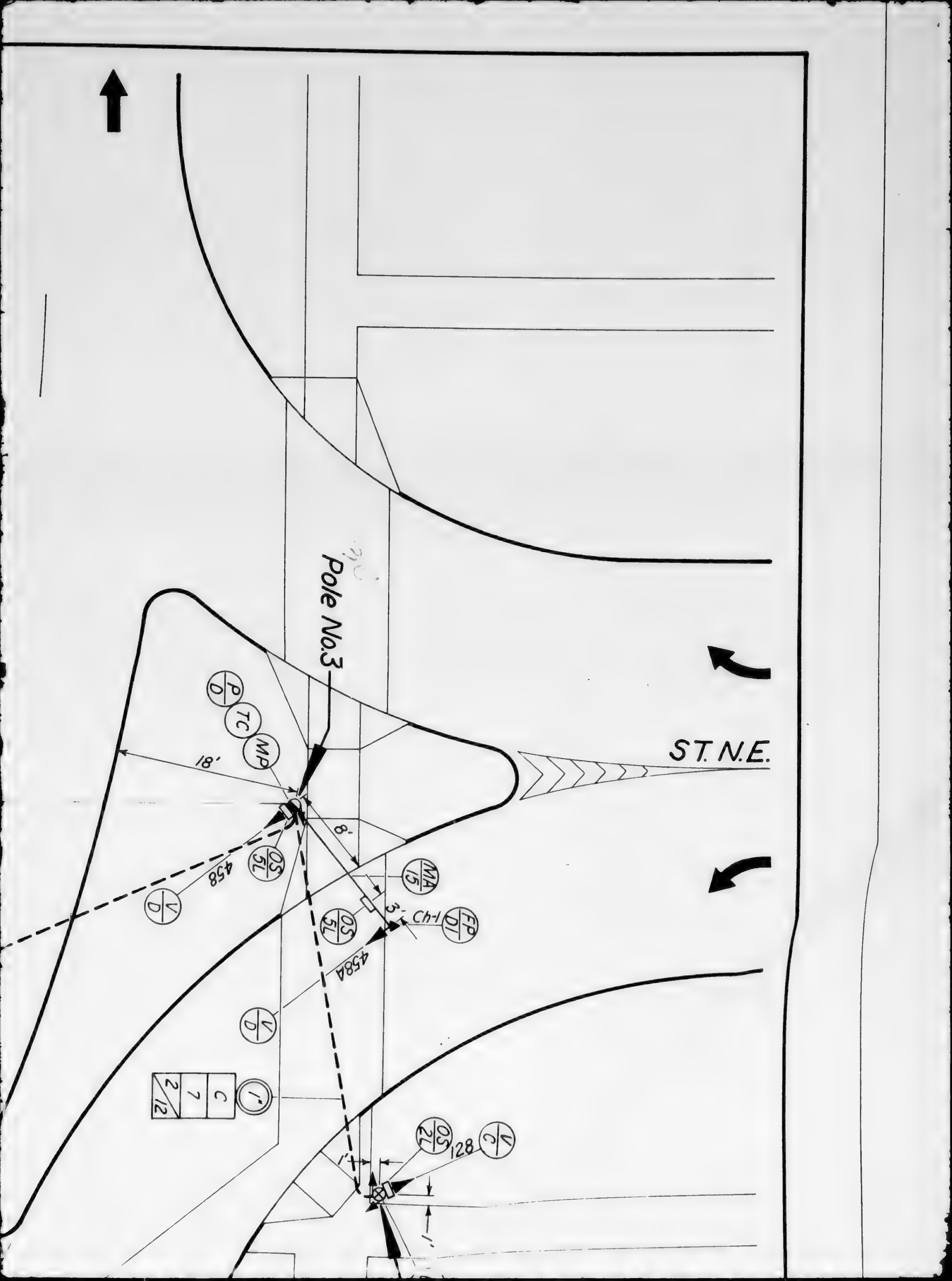
LEWIS H. GARRISON
Assistant Traffic Engineer

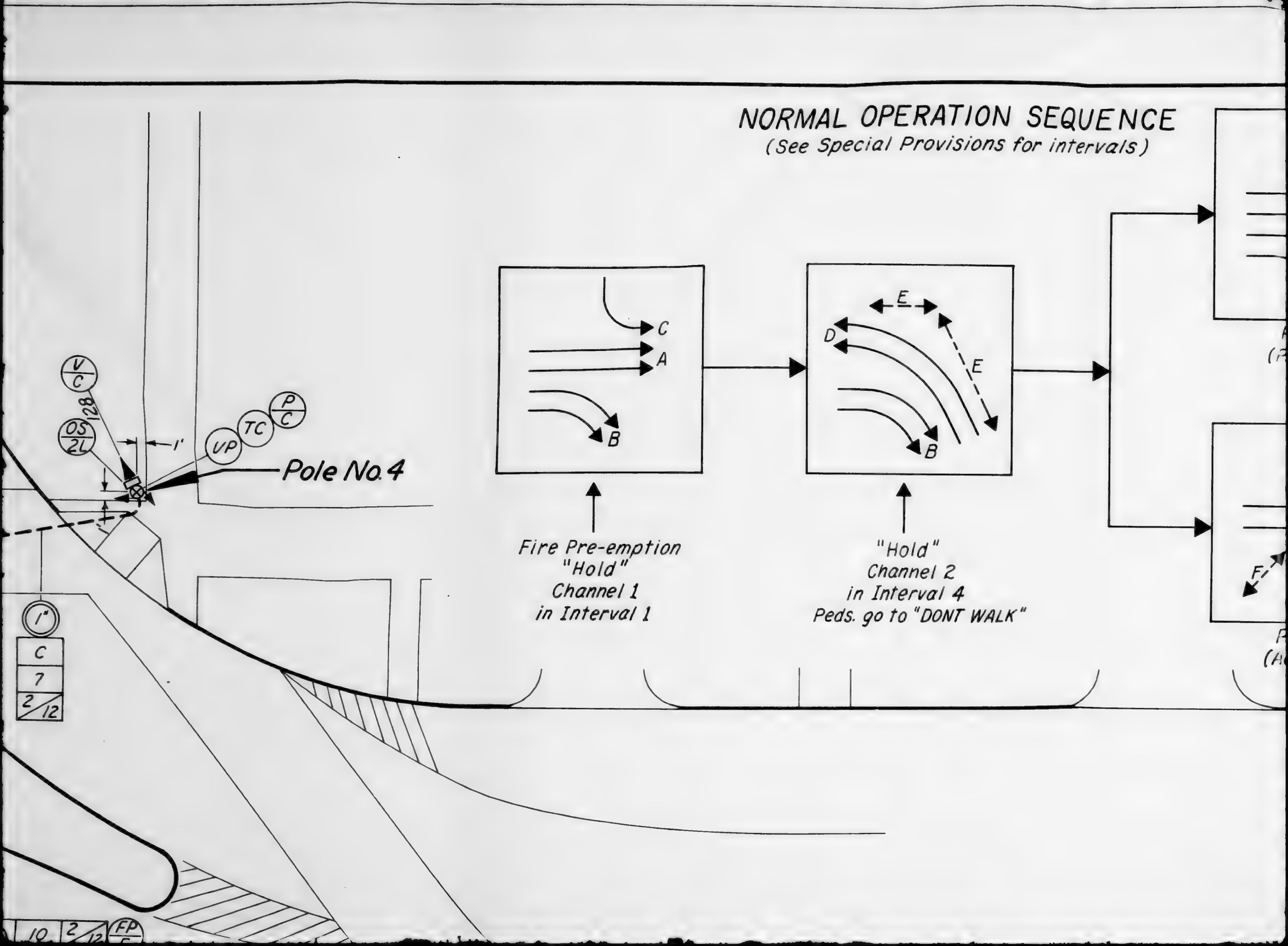
LHG:bg
Attachment

cc: Ralph Lambert
Keith Rudisil, OSHD
Dave Weaver, OSHD
S. D. Van Dyke

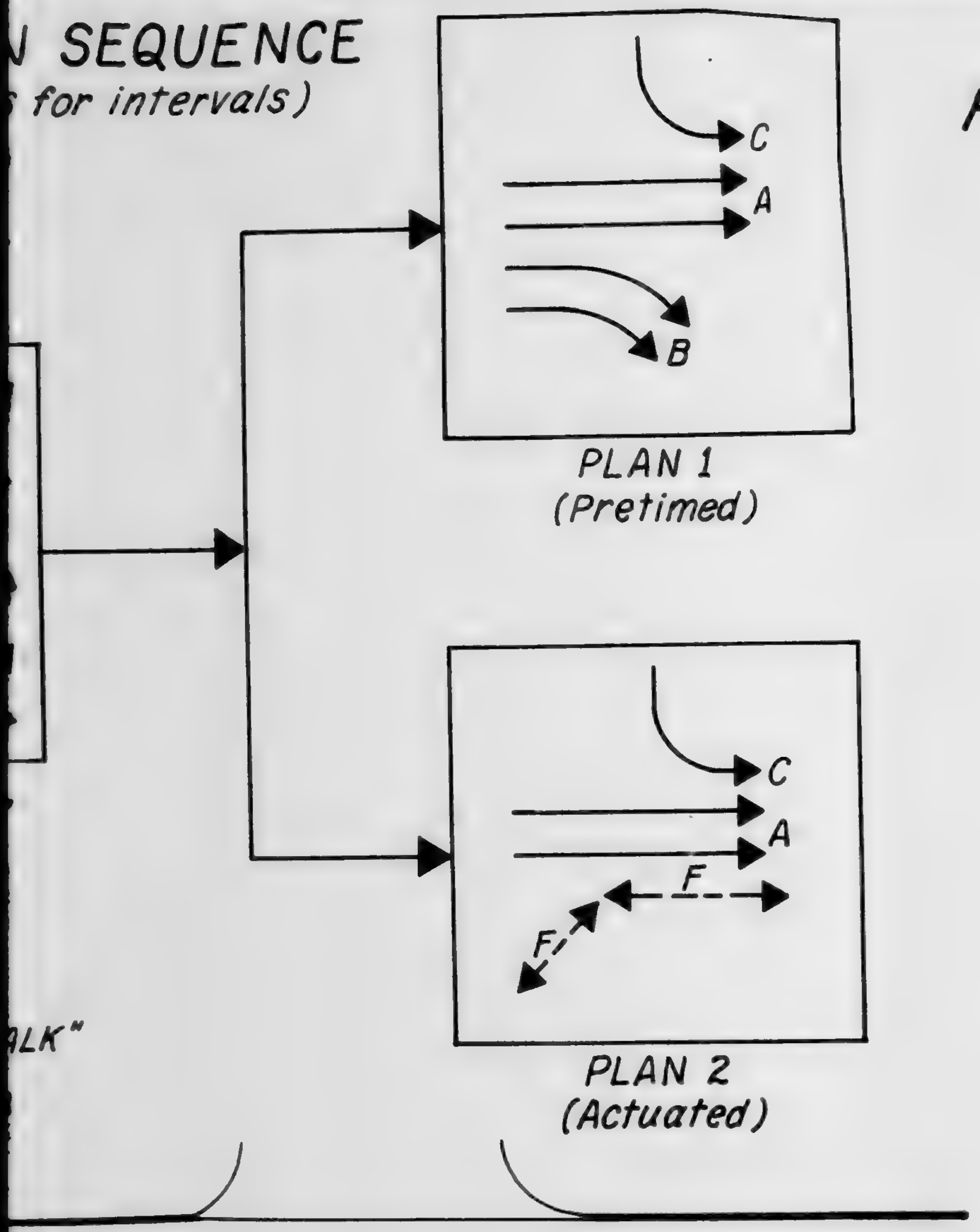
File


CHANGE POLE #3
TO PED. POLE
Pole No.3
Pole No.4
Fire Pre-emption
"Hold"
Channel 1
In Interval 1
"Hold"
Channel 2
In Interval 4
Peds go to "DONT WALK"
A
B
C
D
E
F
PL
(Pre
PL
(Act
CHANGE POLE #2
TO PED POLE
Pole No 2
Pole No 5
STOP LINE
RELOCATED
DELETE
PED POLE #1
Pole No 1
FRONT ST. BYPAS
MA 40
OS 5T
PV A
PV B
OS 5R
MP
TC
VP
J/D
C
10
9
3'
9'
6'
10'
13'
459
457A
457E
558
553A
RCIAL

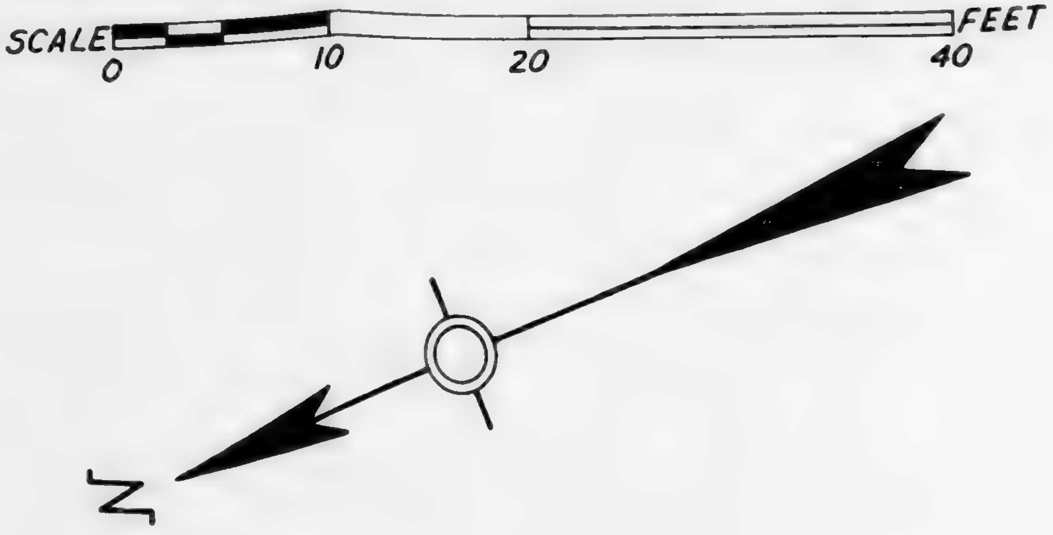

Pole No.3
ST. N.E.
18'
8'
3'
Ch-1
P/D
TC
MP
OS/5L
458
V/D
MA/15
FP/D1
OS/5L
458A
V/D
1"
C
7
2/12
OS/2L
128
V/C
1'
1'


NORMAL OPERATION SEQUENCE
(See Special Provisions for intervals)
C
A
B
D
E
E
B
Fire Pre-emption
"Hold"
Channel 1
in Interval 1
"Hold"
Channel 2
in Interval 4
Peds. go to "DONT WALK"
F
Pole No. 4
V/C
128
OS/2L
1'
1'
VP
TC
P/C
1"
C
7
2/12
10
2/12
FP

N SEQUENCE
for intervals)

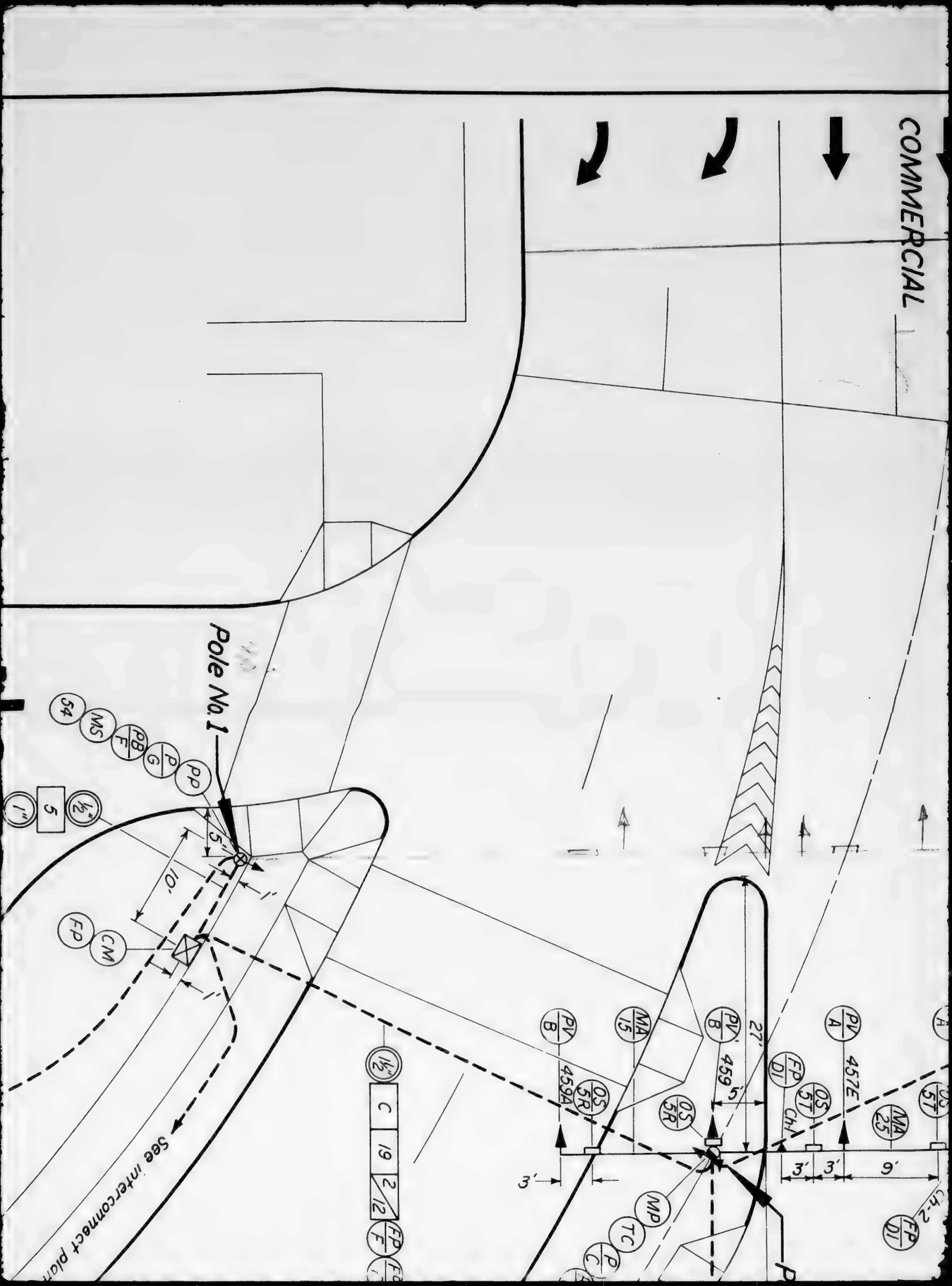

C
A
B
PLAN 1
(Pretimed)
C
A
F
F
PLAN 2
(Actuated)
ALK"

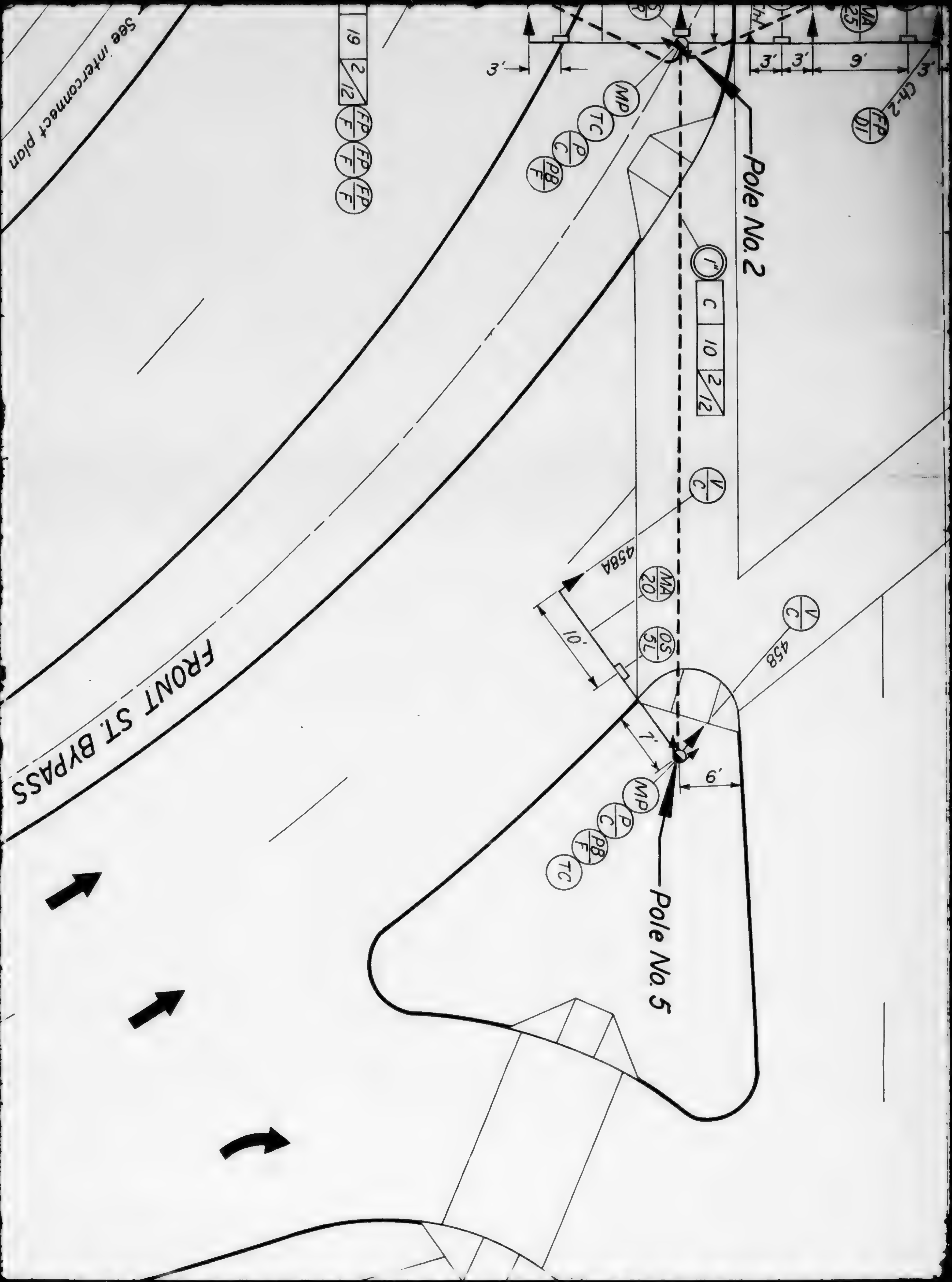
SIGNAL PLAN
FRONT ST. BYPASS AT DIVISION & COMMERCIAL ST'S N.E.

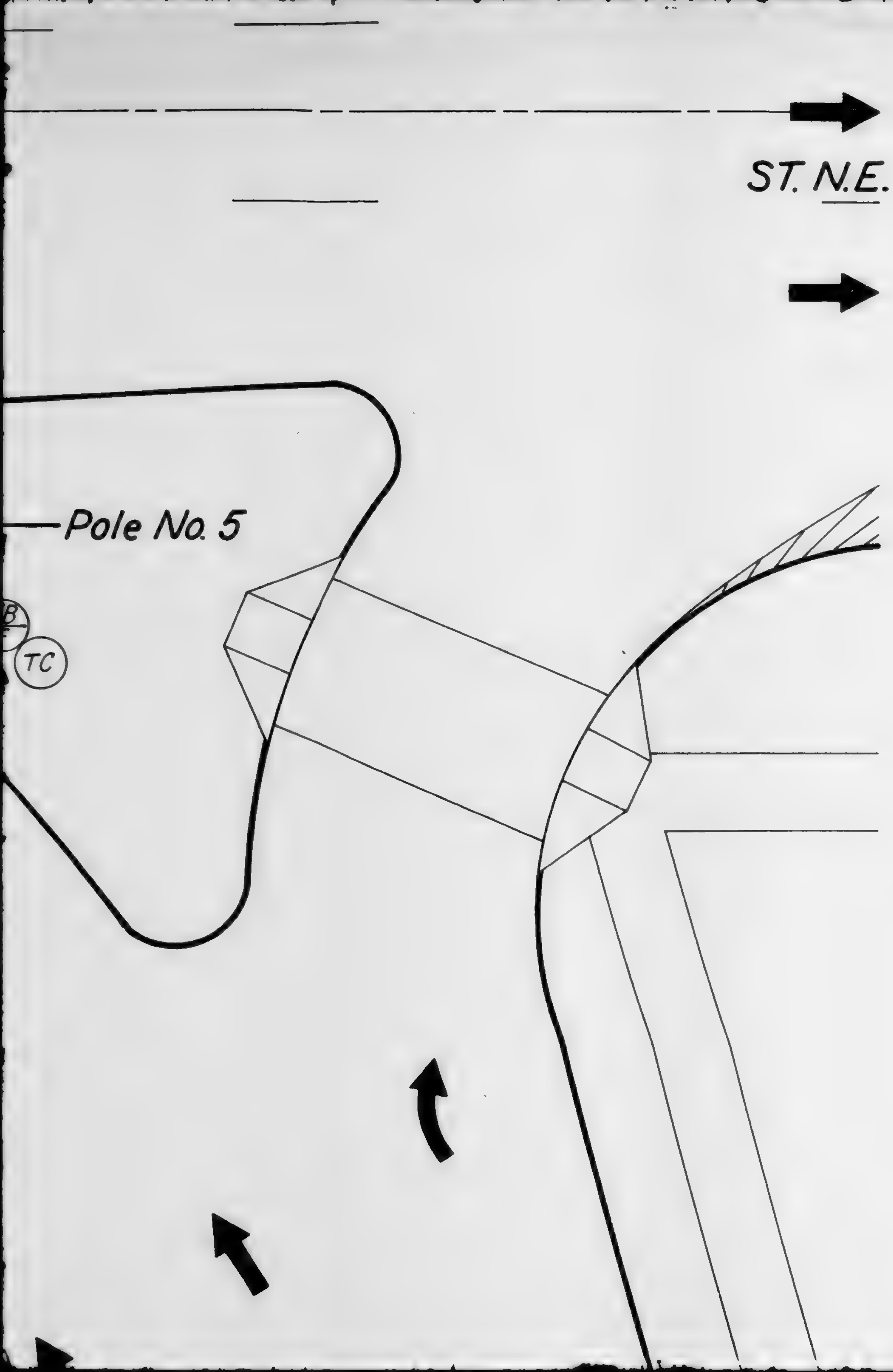

SCALE
0
10
20
40
FEET
N

LEGEND

EX / 1	Existing power pole (Power source)
S"	Install (S) inch electrical conduit
N	Install (N) No. 14 Type THWN wires
N / G	Install (N) No. (G) Type TW wires
C	Install one No. 6 Type THWN wire (Signal system common)
54	Install service cabinet with 40 amp circuit breaker
CM	Install solid state, pre timed controller in type M cabinet
MS	Install 120 volt meter base


COMMERCIAL
Pole No.1
54
MS
PB/F
P/G
PP
1"
5
1/2"
5'
10'
1'
FP
CM
1'
See interconnect plan
1½"
C
19
2/12
FP/F
PV/B
459A
MA/15
OS/5R
PV/B
459
27'
5'
OS/5R
FP/D1
Ch-1
OS/5T
PV/A
457E
MA/25
OS/5T
3'
3'
3'
9'
Ch-2
FP/D1
MP
TC
P/C


See intercomnect plan
FRONT ST. BYPASS
Pole No. 2
Pole No. 5
3'
3'
3'
9'
3'
Ch-2
Ch-1
MA 25
FP DI
19
2 12
FP F
FP F
FP F
MP
TC
P C
PB F
1"
C
10
2 12
V C
458A
MA 20
10'
OS 5L
V C
458
7'
6'
MP
P C
PB F
TC



VP	Install vehicle signal pedestal
FP	Install fire pre-emption device in controller cabinet
TC	Install terminal cabinet
P/T	Install type (T) pedestrian signal (modified)
PB/H	Install (H) *head* pedestrian pushbutton with instruction sig
FP/DI	Install one way fire pre-emption detector unit
FP/F	Install fire pre-emption detector feeder cable
V/H	Install (H) *head* vehicle signal
PV/H	Install (H) *vehicle signal with green section only programm*
OS/5R	Install interior illuminated right arrow "Only" sign
OS/5T	Install interior illuminated through arrow "Only" sign
OS/5L	Install interior illuminated left arrow "Only" sign
OS/2L	Install interior illuminated "Left Turn Signal" sign
MA/L	Install (L) ft. traffic signal mast arm

S = Size shown
N = Number of conductors shown
G = AWG size shown
A = Standard plumbizer
128 = 8" R, 8" Y, 12" GLTA
457 = 12" R, 12" Y, 12" GVA

H = *Head design*
L = Length shown
T = Type shown
E = Elevator plu
458 = 12" R, 12"
459 = 12" R, 12" Y

CON 21-10
Salem
Front St.

June 8, 1979

Environmental Impact Statement on the Front St. Bypass.
(Division St.-Trade St. Section)
(Grading, paving, signing, signals and illum.)

SEE: #9101 (Grading, paving, & signing)

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 13, 1978

Mr. E. A. Sigurdson
City Engineer
City of Salem
City Hall
Salem, OR 97301

Attention: Ralph Lambert

Gentlemen:

Re: Division St.-Trade St. (Salem)
FAU 1705 (Front Street)
Marion County

On September 25, 1978, we transmitted preliminary plans of the subject project to you for your review, approval and/or comments. We have not received a written response concerning your review. We would appreciate receiving any comments you may have or your approval at an early date so that we may finalize the plans, specifications and estimates on this project.

With the completion of the signal and structural portions of the plans in the very near future, we will be in a position to go to contract well in advance of your target date of May or June, 1979.

There has been mention in the past of including the railroad relocation work with this contract. If you desire to include the railroad relocation work, please provide us with your completed plans for this item of work and they will be included along with our plans.

Again it is emphasized that we do need your comments and/or approvals as soon as possible.

The designer assigned to this project is being assigned other work and his availability to work on this project will be limited by deadlines associated with the other work.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter, L. E. George, W. E. Cole
C. O. Fredrickson, W. J. Hart

RECEIVED
TECHNICAL SERVICES
NOV 15 '78
REFER TO

Act File

Form 81-734-3122

1859

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 2, 1978

RECEIVED
TECHNICAL SERVICES
OCT 4 '78
REFER TO
FOR
Info | Invest | R/D | D.R | Sign | Act | File

Edward A. Sigurdson
City Engineer
City of Salem
Salem, OR 97301

Attention: Ralph Lambert

Dear Gentlemen:

Re: Division St.-Trade St. (Salem)
FAU 1705 (Front Street)
Marion County

Attached is a preliminary estimate for the work detailed on the set of preliminary plans transmitted to you on September 25, 1978. The items listed are plan quantities except for those items shaded in yellow which are still in the plan development stage. Those shaded yellow are preliminary estimates and cover areas of work such as temporary protection and direction of traffic, the Center Street Bridge Off-Ramp modification, permanent signing, illumination and traffic signals.

This estimate does not include:

1. Any railroad track removal or relocation;
2. Work on Trade Street east of Commercial; and,
3. Any possible modification to the pumping station.

It should be noted that in addition to not including the above work involving the railroad and Trade Street that the $2,466,000 figure is based on October 1, 1978, prices and does not include any allowances for inflation. Assuming this project was not contracted until six months from now on inflation increase could amount to approximately $148,000.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
William Cranford, w/estimate
C. O. Fredrickson, w/estimate
W. F. Cole

Form 81-734-3122

September 12, 1973

Mr. Edward A. Sigurdson, P.E.
City Engineer
City Hall
555 Liberty Street, S.E.
Salem, OR 97301

Dear Ed,

I have briefly reviewed your proposed landscaping treatment for the Front Street Bypass and I concur with your recommendations. I anticipate no problem in obtaining FHWA approval.

The plans are being forwarded to our designers for a check with regard to illumination conflicts, as you suggested. If there are any, the matter will be worked out directly with your staff.

Sincerely,

E. S. Hunter
Technical Services Engineer

ESH:ja

bc J. H. Versteeg (enc.)
Walt Hart
C. O. Fredrickson

September 7, 1978

Oregon State Department of Transportation
State Transportation Building
Salem, Oregon 97310

ATTENTION: Ed Hunter
Technical Services Engineer

Gentlemen:

Subject: Front Street By-Pass
Division Street to Trade Street
Trees in Median

RECEIVED
TECHNICAL SERVICES
SEP 12 '78
REFER TO
[illegible]
FOR

As part of the Environmental Impact Statement process, the topic of landscaping the Front Street By-Pass has been asked.

City Council analyzed these EIS comments in June of 1978. Council directed that the landscaping for the Front Street By-Pass be "similar to and compatible with," landscaping already in place along the Pringle Creek Parkway and Bellevue Streets, from Church Street easterly to 12th Street. For your convenience, we are enclosing copies of the landscaping plans for the Pringle Creek Parkway and Bellevue Street Widening projects.

The City has prepared the attached landscaping plan for the Front Street By-Pass. We have tried to prepare this plan to compromise the various landscaping desires along Front Street.

In order to follow City Council's direction of "similarity and compatibility" we are proposing trees in the 22 foot wide portion of the Front Street By-Pass median.

In prior meetings between City and ODOT staff, the City has been told that no trees could be planted in the median because they would be a "fixed object safety hazard."

The City has recently received the attached FHWA position on "Trees in Arterial Street Medians." Based on this FHWA position paper, we offer the following comments concerning trees in the Front Street By-Pass median:

1. Front Street By-Pass is 35 mph urban arterial street, not a 55 mph rural highway.

2. Front Street By-Pass median where trees are proposed for planting is 22 feet wide. (Existing Bellevue Street median is 12 feet wide containing the same trees as proposed for Front Street By-Pass. No problems in past three years.)

3. Virtually no trees available with trunk diameter of 4 inches or less at maturity.

4. Proposed median trees are Acer Rubrum (Red Maple) and Quercus Borealis (Red Oak). Due to the contained median area, we only expect a 4 inch to 6 inch trunk diameter at maturity (30 years).

5. Pinus Contorta (Shore Pine) are proposed at existing street crossings to block cross street driver's view of Front Street By-Pass.

6. All trees in median to be planted a minimum of 6 feet from face of curb. This would be 9 feet minimum distance from edge of travel lane.

7. No trees proposed in narrower median sections. Propose to use vines and shrubs in narrower median sections.

8. City is to maintain all landscaping.

9. Area along west side of Front Street from Union Street to Court Street to be further landscaped as part of City's Riverfront Development Program.

10. This landscape plan needs to be looked at for possible illumination conflicts by Bob Dixon, ODOT Structural Design. He has the only illumination plan for the Front Street By-Pass.

Per the above mentioned FHWA position on "Trees in Arterial Street Medians," the City of Salem hereby requests that ODOT request approval from FHWA for median trees with over 4 inch trunk diameters in the Front Street By-Pass median, from the south line of Union Street to 60 feet south of the south line of Chemeketa Street, approximately as shown on the attached plan. The posted speed limit to be 35 mph and the trees are to be set back at least 6 feet from the face of the median curbs.

Very truly yours,

Edward A. Sigurdson, P.E.
City Engineer

EAS:jk

cc: Russ Richards, Parks Planner
Dick Knowles, COG
Ralph Lambert, Project Engineer
B. T. Van Wormer, Director of Public Works
Ralph Hanley, City Manager

1980 C.B.D. Traffic Signals 9130
in Portland. (Traffic signal
installation)

C&A 6626 10-19-78

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	140099
DATE	9-6-84
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 3333
CODE	P0RCYPW

CITY OF PORTLAND
400 S.W. 6TH AVENUE
PORTLAND, OR 97204

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			$900.78
326-1026	296	00	000		900.78
326-1026	295	00	000		(900.78)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON M-000C(8) & M-9347(1) & IX-000C(14) CBD TRAFFIC SIGNALS & PINE ST. - ALDER ST., 2ND AVE. AGREEMENT #6626	
TOTAL PROJECT COST	$768,288.98
LESS: FHWA PARTICIPATION	(653,134.94)
LESS: STATE SHARE OF PROJECT	(68,953.26)
LESS: ADVANCE DEPOSIT	(45,300.00)
AMOUNT DUE	$ 900.78

PORTLAC 2712
FINAL 110.00 ACCT.

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

~~GARY ZEHNER~~ PH 378-6011 FOR CORRECTNESS OF CHARGES
OR DIANE GALIDA PH 378-5034 PREPARER OF INVOICE

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: 8/21/84

CITY: PORTLAND AGREEMENT NO: 6626 PROJECT NO: M-000C(8) & M-9347(1) IX-000C(14)

CONTRACT NO: 9130 SECTION: C.B.D. Traffic Signals & Pine St.- Alder St., 2nd Ave.

PRELIMINARY ENGINEERING (Prefix No. 326-1953 & 326-1969):

	326-1953	326-1969
Project Manager (Non-Participating - $13.02)	$ 140.36	$ 6.38
Work Performed by City	2,998.03	290.00
Final Design	51.08	--
Traffic Section	3,386.84	572.68
R/W Liaison	68.44	--
Audit Services	173.72	169.50
Program Section	181.46	121.28
Specifications	1,232.27	3.78
Administrative Services	26.74	3.96
Environmental Section	12.50	--
TOTAL P.E. COST	$ 8,271.44	$ 1,167.58
Less Federal Funds	(7,083.25)	(1,029.22)
Less Non-Participating Project Manager Costs	(13.02)	--
BALANCE	$ 1,175.17	$ 138.36

STATE SHARE: 50% of ($1,175.17 + $138.36) = $656.77

CITY SHARE: 50% of ($1,175.17 + $138.36) + $13.02 = $669.78

CONSTRUCTION (Prefix No. 326-1026):

Payment to Contractor	$711,784.94
Construction Engineering by State	13,315.85
Construction Engineering by City	32,828.89
Audit Services	457.07
Program Section	48.87
Salem Lab	18.20
Construction Section	231.80
EEO Monitoring	164.34
TOTAL CONST. COST	$758,849.96
Less Federal Funds	(645,022.47)
BALANCE	$113,827.49

STATE SHARE: $\frac{9}{15}$ of $113,827.49 = $68,296.49

CITY SHARE: $\frac{6}{15}$ of $113,827.49 = $45,531.00

SUMMARY:

City Share P.E.	$ 669.78
City Share Const.	45,531.00
TOTAL CITY SHARE	$ 46,200.78
Less City Advance Deposit 6-12-80	45,300.00
BALANCE DUE FROM CITY	$ 900.78

GEZ:pf

326-1026

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION
12-15-83

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 4-16-80
TO 12-15-83

FEDERAL AID PROJECT NO.
IX-0000(14)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
758,849.96	758,849.96	85%	645,022.47	645,022.47	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	3/2/84	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	CBD Traffic Signal (Portland)					
	Portland City Streets					
	Multnomah County					
	Construction					
	Type Code Y033					
	Traffic Signals					
	Final Contract Payment Summary		Lump Sum		711,784.94	
	Construction Engineering					
	Work by City of Portland		All Required		32,828.89	
	State		All Required		13,614.72	
	Total Participating Construction Engineering				$ 46,443.61	
	Misc Project Cost					
	Audit Expense		All Required		457.07	
	EEO Monitoring Expense		All Required		164.34	
	Total Participating Misc. Project Cost				621.41	
	Total Participating Project Cost				758,849.96	
	AMOUNT CARRIED FORWARD.					

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	326	1025	985	00	P 1			45.50	80	80
	326	1025	985	00	P 8			14.50	80	80
		TOT	P1			113.06	1,017.36CR	816,060.26		
		TOT	P2					138,220.00		
		TOT	P8					108,525.49		
		TOT	N1			14.75CR	1,442.73	3,669.87CR		
		TOT	N8					171.26		
		** JOB TOTALS **				98.31 **	425.37 **	1,059,367.14 **		
CBD TRAFFIC SIGS(PORT)	CONT NO 9130 * FA PROJ NOS XI 000C014 100								STATE	
	326	1026	201	00	P 1 Pay cont.			711,784.94	80	82
	326	1026	270	05	P 1	98.31CR	98.31CR		81	84
	326	1026	295	00	N 9 Tr. City			42,300.00	81	83
	326	1026	296	00	N 9 St	83.56	23.07	687,322.47CR	80	84
	326	1026	298	00	N 9 Fed	83.56CR	23.07CR	645,022.47	80	84
	326	1026	900	00	P 1 Const. Engr			13,261.42	80	83
	326	1026	903	00	P 1 Work by City			32,828.89	81	83
	326	1026	915	00	P 1 Audit			457.07	82	83
	326	1026	920	00	P 1 [illegible] Sec			48.87	80	81
	326	1026	940	00	P 1 [illegible]		18.20	18.20	83	83
	326	1026	945	00	P 1 Const. Sec			231.80	81	82
	326	1026	948	00	P 1 Gen Const Engr			54.43	81	83

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS MARCH 1984 PAGE 271

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	326	1026	985	00	P 1 [illegible]			164.34	80	81
		TOT	P1			98.31CR	80.11CR	758,849.96		
		** JOB TOTALS **				98.31CR**	80.11CR**	758,849.96 **		
PORTLAND TRAFFIC SIGNALS	CONT NO 9131 * FA PROJ NOS XI 000C016 100								STATE	
	326	1027	201	00	P 1			142,691.00	80	81
	326	1027	203	00	N 1			3,000.00CR	81	81
	326	1027	206	00	N 1			104.47	81	81
	326	1027	295	00	N 9		126.70	9,326.70	81	83
	326	1027	296	00	N 9		126.70CR	138,636.96CR	80	83
	326	1027	298	00	N 9			129,310.26	80	83
	326	1027	900	00	P 1			5,345.76	80	83
	326	1027	900	00	N 1			188.90	83	83
	326	1027	903	00	P 1			6,269.87	81	83
	326	1027	911	00	P 1			9.00	81	81
	326	1027	915	00	P 1			362.14	82	83
	326	1027	920	00	P 1			33.93	80	80
	326	1027	940	00	P 1			27.36	81	82
	326	1027	944	00	P 1			182.19	81	82
	326	1027	945	00	P 1			174.54	81	82
	326	1027	948	00	P 1			33.93	81	83
		TOT	P1					152,1[illegible]		
		TOT	N1					[illegible]		

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

801
BILLING NUMBER 40

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	UNT CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	2#	X10 -9704-004 APPR-772	117,538.00	138,280.00	138,280.00	85.00	117,538.00	117,538.00		
	8#	XI -9704-004 APPR-823	92,246.67	108,696.75	108,525.49	85.00	92,246.67	92,246.67		
326-1025		PREFIX TOTALS	903,435.89	1059,367.14	1062,865.75		903,435.89	903,435.89		
326-1026	1#	XI -000C-014 APPR-823	645,022.47	758,849.96	758,849.96	85.00	645,022.47	645,022.47		
326-1027	1#	XI -000C-016 APPR-823	129,310.26	152,423.09	152,129.72	85.00	129,310.26	129,310.26		
326-1028	1	XI -9823-001 APPR-823	124,853.00	157,695.01	157,133.49	85.00	133,563.47	124,853.00	8,710.47 B	
	2	XI -9699-002 APPR-823	119,392.00	119,248.82	119,221.09	85.00	101,337.93	101,337.93		
326-1028		PREFIX TOTALS	244,245.00	276,943.83	276,354.58		234,901.40	226,190.93	8,710.47	
326-1029	1#	XI -9326-004 APPR-823	44,724.33	53,883.24	52,616.86	85.00	44,724.33	44,724.33		
326-1032	1	XI -9793-003 APPR-823	4448,950.00	4791,476.66	4790,310.27	85.00	4071,763.73	4067,331.17		4,432.56
326-1034	1	XI -9956-007 APPR-823	232,437.00	253,879.67	253,870.69	85.00	215,790.09	215,790.09		
326-1035	1	XI -9956-007 APPR-823	7,400.00	8,725.54	8,725.54	85.00	7,416.71	7,400.00	16.71 B	
326-1036	1	SOS -2602-002 APPR-680	137,177.00	153,049.70	151,570.37	88.15	133,609.28	133,609.28		
	2	0000-0000-000 APPR-000								
326-1036		PREFIX TOTALS	137,177.00	153,049.70	151,570.37		133,609.28	133,609.28		
326-1037	1	XI -000C-017 APPR-823	335.00	515.33	515.33	85.00	438.03	335.00	103.03 B	
326-1039	1#	X10 -0000-038 APPR-772	463,094.01	541,152.88	544,816.48	85.00	463,094.01	463,094.01		
	2#	XI -0000-038 APPR-823	433,663.36	510,192.19	510,192.19	85.00	433,663.36	433,663.36		
326-1039		PREFIX TOTALS	896,757.37	1051,345.07	1055,008.67		896,757.37	896,757.37		
326-1040	1#	X10 -9956-011 APPR-772	96,882.81	120,270.11	113,979.78	85.00	96,882.81	96,882.81		
326-1041	1	X10 -9877-003 APPR-772	235,200.00	273,676.26	273,187.37	85.00	232,209.26	232,209.26		
326-1043	1	X10 -9926-007 APPR-772	1414,253.00	1565,522.79	1564,953.20	85.00	1330,210.22	1330,210.22		
	8	X10 -9926-007 APPR-772	90,270.00	8,316.00	8,288.67	85.00	7,045.37	7,045.37		
326-1043		PREFIX TOTALS	1504,523.00	1573,838.79	1573,241.87		1337,255.59	1337,255.59		
326-1044	1	X10 -000C-022 APPR-772	390,000.00	417,041.94	417,041.94	85.00	354,485.65	354,485.65		
326-1046	1	X10 -9867-005 APPR-772	1129,544.00	1339,318.95	1323,231.21	85.00	1124,746.53	1124,746.53		

rll

OSHD (Cou ter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 12/12/83	REPORT MADE BY Thomas P. Lowe, Area Engineer Original Signed by T.P. LOWE		PROJECT NO. IX-000C(14)
COMPLETION DATE 7/9/81	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED 100 %	CONTRACT TIME 325 days
APPROVED EXTENSIONS 35 days	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CBD TRAFFIC SIGNALS (PORTLAND)
City Streets

This project provided for new intertied traffic signals at 20 locations in downtown Portland. End result specifications were used. Design details and construction were contracted.

The contract allowed 325 days. A time extention of 35 days was allowed due to underground obstructions and adjacent building construction at various locations which required changes in the mast arm lengths.

Reserve funds of $32,536.51 were not used, and along with a reduction of engineering costs of $32,073.02 the final project cost was $743,275.61 for an underrun of 8.02 percent.

RECEIVED
STATE HWY ENGR
DEC 19 '83
REFER TO
FOR
Info | R/D

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe Original Signed by T. P. LOWE		SIGNATURE Glenn K. Hossner Original Signed by G. K. HOSSNER	
TITLE Area Engineer	DATE 12/5/83	TITLE Field Operations Engineer	DATE 12/5/83

FORM FHWA-1446 B (12-73) FORMERLY PR 33E

Previous Editions of PR-33E Will Not Be Used.

1130

L.

February 11, 1982

The American Insurance Company
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9130

Gentlemen or Ladies:

On December 16, 1981, we wrote to you concerning release of final payment on Contract No. 9130 for C.B.D. Traffic Signals in Portland, Multnomah County.

Final payment on this contract is $9,969.49 and the total contract amount is $711,784.94 including $1,539.84 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Maxwell's Electric, Inc.
P. O. Box 3445 T. A.
Spokane, WA 99220

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9 30

File E.

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: December 14, 1981

FROM: C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

Keasey

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of December 14, 1981.

Contract 9130 On Site Work Substantially Completed July 9, 1981

All Work Completed October 19, 1981

Project C.B.D. Traffic Signals (Portland)

Highway City Streets

County Multnomah

Type of Work Traffic Signal Installation

Contractor Maxwells Electric, Inc.

RDC:mk

cc: H. S. Coulter
R. D. Church

12.16.81
Surety notified

NOTED
ORMSEN

L

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: C.B.D. Traffic Signals (Portland)

WEEK ENDING: 6-20-81

SECTION PREFIX: 326-1026

HIGHWAY: City Streets

COUNTY: Multnomah

NAME OF JOB: C.B.D. Traffic Signals (Portland)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Maxwell's Electric, Inc.

CONTRACT NUMBER: 9130

FEDERAL AID PROJECT NUMBER: IX-000C (14)

DATE OF CONTRACT: June 10, 1980

DATE WORK STARTED: August 11, 1980

ESTIMATED COMPLETION DATE: July 1, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 360

WORK DAYS USED:

CALENDAR DAYS USED: 341

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 94.72

PROJECT AUTHORIZATION: $ 820,643.03

EXCLUSIVE OF ENGINEERING: $ 755,570.01

ENGINEERING AUTHORIZATION: $ 65,073.02

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94.46

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 755,570.01

ENGINEERING COST TO DATE: $ 27,057.36

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86.97

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT OVERRUN UNDERRUN ______ %

PERCENT OF AUTHORIZATION: 41.58 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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RECEIVED
JUN 29 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity
MONDAY	Pulling wire and wiring cabinet at 2nd and Main Demolition
TUESDAY	Pulling wire and wiring cabinet at 2nd and Main Demolition
WEDNESDAY	Wiring cabinet and pulling wire at 2nd and Main Demolition
THURSDAY	Demolition
FRIDAY	Turned on signal at 2nd and Main
SATURDAY	No activity

REMARKS

SIGNED Dean L. Franklin LOCATION Portland

Dean L. Franklin

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

#71-3

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 29, 1981

In Reply Refer to
File No. CON 5 #9130

Maxwell's Electric, Inc.
North 809 Helena
P.O. Box 3445 T.A.
Spokane, WA 99220

Re: Time Extension Request
C.B.D. Traffic Signals (Portland)
FAP No. IX-000C(14)
Contract No. 9130

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully considered. A contract time extension of 35 calendar days is granted due to signal pole revisions made and/or considered on this project.

The revised completion time for this contract is 360 calendar days.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Mike Smith "
Dean L. Franklin "
FHWA
Bob Church

RECEIVED
STATE HWY ENGR
MAY 29'81
RE
FOR
Info Inv [illegible] [illegible] Sig Act File

orm 734 3122

STATE OF OREGON INTEROFFICE MEMO

TO: MARION CRAFT
Region Construction Engineer

DATE: May 7, 1981

FROM: M. B. SMITH
Region Liaison Engineer

SUBJECT: CONTRACT TIME EXTENSION REQUEST
CONTRACT NO. 9130
CBD TRAFFIC SIGNALS (PORTLAND)

RECEIVED
MAY 14 1981
CONSTRUCTION BRANCH
ASHE
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FOE
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CP

Attached is a request for contract time extension from Maxwell's Electric, Inc. on the subject contract. I have reviewed their request and the City of Portland resident engineer's recommendation.

On Wednesday, 6 May 1981, I talked with Les Wolff of Maxwell's Electric to get his best estimate of when they would have the system in operation and complete the removal, salvaging and stockpiling of the existing signal installations as specified in Section 660 of the Special Provisions. Mr. Wolff informed me that the installations were complete but that there was a problem with the system working properly and that since receiving all of the equipment they had been working two shifts per day for the last two weeks to complete the project within the time limit.

He stated that as soon as they straighten out the system's functional problem that it would take approximately ten working days to complete the removal of the existing system and complete the project. It appears that had the delay caused by the changes as outlined in the request not occurred that the contractor would have been able to complete the project on time. I recommend that the contractor be granted the time extension as requested.

5-29-81
CTK –
I concur with Region & Liaison Engineer and recommend that extension of 35 CD be granted.

MBS/cp
Attachment

CC: Bryant Jackmund

The Resident Engineers' analysis shows that our request for redesign caused a rescheduling of the pole manufacture and subsequent delivery date. It appears this delay was at least 35 days, which is the amount requested by the contractor, and which is recommended by the Resident Engineer and Mike Smith. I concur in their recommendation.

Marion Craft

CITY OF
PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

Mildred A. Schwab. Commissioner
Donald E. Bergstrom
City Traffic Engineer
317 S.W. Alder Street
Portland, Oregon 97204
(503) 248-4295

OE RE RME RCE
TE RECEIVED
UE [illegible] 1981
SO REGION I
TO

April 28, 1981

Deaprtment of Transportation
Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

ATTENTION: Mike Smith

Dear Sir:

I have reviewed Maxwell's Electric, Inc. request for adjustment of contract time.

As was pointed out, changes were made in the length of some of the mast arms on this project. These changes were necessary because when locating pole bases, there were location changes that had to be made due to underground obstructions. These obstructions included false walls in basements that we could not pick up in our initial approval of drawings. Also, at two intersections, building construction made necessary changing the location of mast arm poles. Water mains and gas mains also caused minor changes in mast arm pole locations.

I recommend that this contract time adjustment be made in the length of thirty-five (35) days.

If you have further questions, please contact me.

Sincerely,

Dean L. Franklin

Dean L. Franklin

DLF:ah

5-29-81
It is certainly difficult to evaluate the contractor's request with the limited facts provided in this letter.
Future requests will be returned for adequate Engineering analysis.

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

April 23, 1981

MEMORANDUM

TO: Dick Speer
Bureau of Traffic Engineering

FROM: LDH David Hill
Bureau of Street & Structural Engineering

SUBJECT: CBD Signal Replacement, Pine to Madison

ODOT Program Management has called and asked that the City of Portland forward all construction engineering bills on the subject project to ODOT. This should be done within the next 30 days after which time the State shall conduct a final audit on the project and close it out. This would mean that any bills submitted to the State beyond the 30 day period will be non reimbursable.

If you have any questions concerning this, please call me at 248-4643.

LDH:jck

cc: Gary Zehner - ODOT Program Management

cc: Warren Richards

9130

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-198	. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 616 a	tate: Oregon County: Multnomah Project No.: IX-000C(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

CBD Traffic Signals (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-30-80	0.00

OTHER *(Specify)*

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 907,700.00	$ 771,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 27, 1980

Federal Aid Project
No. IX-000C (14)

CBD Traffic Signals (Portland)
Portland city Streets
Multnomah County

Project Agreement Estimate.

Type Code Y033
Traffic Signals

Temporary Protection and Diection of traffic	All Required		$ 10,000.00
Temporary Signs	135 Sq.Ft.	4.50	607.50
Flagmen	420 Hour	20.00	8,400.00
Traffic Signal Installation, Complete	All Required		680,926.00
Drawings	All Required		10,500.00
Subtotal			$710,433.50
Engineering			83,308.50
Engineering (Sig. Cont. Testing)			12,600.00
Total			$806,342.00

Length of Project . . . . 0.00 mi.

Federal Funds 85%	$685,390
State Funds	72,571
City Funds.	48,381
Reserve Funds (Fedral)	86,110
Reserve Funds (State)	15,248
Total	$907,700

Group 1	100%
Contract No.	9130
Prefix:	326-1953
Prefix:	326-1026

WED

May 9, 1980

CON 4

City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

Attn: John Lang
Highway Coordinator

Gentlemen:

On May 8, 1980 a satisfactory bid was received from Maxwell Electric, Inc., P.O. Box 3445TA, Spokane, Washington 99220 for traffic signal installation on CBD (Portland) Section, FAU 9355. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$710,433.50
Signal Controller Testing (Engineering)	$ 12,600.00
4 1/2% Contingencies	32,536.51
ESTIMATED TOTAL COST	$755,570.01

City's Advance Deposit:
6% of $755,570.01 = $45,334.20 or say $45,300.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 20, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option [illegible] and [illegible] your advance deposit in accordance with the instructions.

Very truly yours,

L. E. [illegible]
Operation Programming Engineer

FPH:pf

bcc w/AD # 768: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 768
when check is received.

6-10-80
Adv Dep Rec'd
V H

1130

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STA OUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

4-15-80

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg. [redacted]
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-000C(9)

VOUCHER PERIOD
FROM 6-19-78
TO 4-15-80

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$8,271.44	$8,258.42	85.77%	$7,083.25	$7,083.25	$ 0.00

RECEIVED DIVISION OFFICE
BY
DATE

DIVISION OFFICE REVIEW MADE
BY
DATE 7/1/81

PASSED FOR PAYMENT
BY V.E. Skoog, Controller
DATE

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Traffic Signal Replacement @ 21 Locations (CBD Portland) City Streets in Multnomah County					
	Preliminary Engineering					
	Type Code P.E. (S.W. 1-2-3-5 & 6th Ave. Portland)					
	State	All	Required		$5,086.67	
	City	All	Required		2,998.03	
	Total P.E.				$8,084.70	
	Misc. Project Costs					
	Audit by Highway Accounting	All	Required		$ 173.72	
	Total Participating Costs				$8,258.42	
	Nonparticipating Item					
	Preliminary Engineering	All	Required		13.02	
	Total Costs				$8,271.44	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/30/81					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          JUNE 1984       PAGE  807

      DESCRIPTION                   PREFIX  FUNCTION SUB F. GR  CURRENT MONTH        FISCAL         GRAND TOTAL
                                                                                  YEAR TO DATE        TO DATE
                                  326  1953    298     00 N 9                                        7,083.25
                                  326  1953    901     00 P 1                                          127.34
                                  326  1953    901     00 N 1                                           13.02
                                  326  1953    903     00 P 1                                        2,998.03
                                  326  1953    905     00 P 1                                           51.08
                                  326  1953    911     00 P 1                                        3,386.84
                                  326  1953    913     00 P 1                                           68.44
                                  326  1953    915     00 P 1                                          173.72
                                  326  1953    920     00 P 1                                          181.46
                                  326  1953    921     00 P 1                                        1,232.27
                                  326  1953    922     00 P 1                                           26.74
                                  326  1953    923     00 P 1                                           12.50
                                               TOT     P1                                            8,258.42
                                               TOT     N1                                               13.02
                                            ** JOB TOTALS **               **                 **     8,271.44  **

 SPRR XING @ 9TH (PORTLAND)     CONT NO     * FA PROJ NOS RR00000S029 100                                          STATE
                                  326  1955    296     00 N 9                                          584.39CR
                                  326  1955    298     00 N 9                                          584.39
                                  326  1955    901     00 P 1                                            4.43
                                  326  1955    901     00 N 1                                            6.90
                                  326  1955    905     00 P 1                                           84.79
                                  326  1955    906     00 P 1                                          245.56
                                  326  1955    907     00 P 1                                          301.12
                                  326  1955    926     00 P 1                                           13.42
                                               TOT     P1                                              649.32
                                               TOT     N1                                                6.90
                                            ** JOB TOTALS **               **                 **       656.22  **

 BN&PTR RRXING@NW17 PORTLAND    CONT NO       FA PROJ NOS RRO 000S048 100                                          STATE
                                  326  1958    296     00 N 9                            .26               385.16CR
                                  326  1958    298     00 N 9                            .26CR             385.16
                                  326  1958    905     00 P 1                                            60.86
                                  326  1958    911     00 P 1                                           129.56
                                  326  1958    920     00 P 1                                            15.53
                                  326  1958    932     00 P 1                                           222.01
                                               TOT     F1                                              427.96
                                            ** JOB TOTALS **               **                 **       427.96  **

 SE DIVISION-POWELL BLVD        CONT NO     * FA PROJ NOS XI  9891001 100                                          STATE
                                  326  1959    296     00 N 9                         256.90             9,350.70CR
                                  326  1959    298     00 N 9                         256.90CR           9,350.70
                                  326  1959    901     00 P 1                         103.57CR           2,046.39
                                  326  1959    901     00 N 1                                              142.32
                                  326  1959    905     00 P 1                           5.40CR             665.75
                                  326  1959    906     00 P 1                                               44.63
```

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

08/09/84

PREFIX	GRP FL	FED AID PROJ	APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1940	1#	RRO -000S-003	APPR-685	1,368.50	1,520.56	1,520.56	90.00	1,368.50	1,368.50		
326-1944	1#	SOS -2602-001	APPR-680	4,528.26	5,277.69	5,277.69	85.80	4,528.26	4,528.26		
326-1945	1#	SOS -2601-004	APPR-680	643.53	750.04	750.04	85.80	643.53	643.53		
326-1948	1#	SOS -2601-007	APPR-680	4,516.59	4,825.12	5,265.93	85.77	4,516.59	4,516.59		
326-1949	1	M -9822-003	APPR-W36	128,700.00	159,754.46	168,884.49	85.80	144,902.89	128,700.00	16,202.89 B	
326-1950	1	RRO0-000S-006	APPR-686	675.00	261.81	261.81	90.00	235.63	235.63		
326-1952	1	M -9956-006	APPR-W36	16,290.00	17,284.96	18,031.97	85.77	15,466.02	15,466.02		
326-1953	1#	M -000C-008	APPR-W36	7,083.25	8,271.44	8,258.42	85.77	7,083.25	7,083.25		
326-1955	1	RRO0-000S-029	APPR-686	900.00	656.22	649.32	90.00	584.39	584.39		
326-1958	1	RRO -000S-048	APPR-685	2,250.00	427.96	427.96	90.00	385.16	385.16		
326-1959	1#	XI -9891-001	APPR-823	9,350.70	11,044.38	10,902.06	85.77	9,350.70	9,350.70		
326-1960	1#	XI -0000-008	APPR-823	8,420.09	9,817.06	9,817.06	85.77	8,420.09	8,420.09		
	2#	X10 -0000-008	APPR-772	2,090.44	2,437.26	2,437.26	85.77	2,090.44	2,090.44		
326-1960	PREFIX TOTALS			10,510.53	12,254.32	12,254.32		10,510.53	10,510.53		
326-1961	1#	X10 -9877-001	APPR-772	7,360.06	8,591.52	8,581.16	85.77	7,360.06	7,360.06		
326-1965	1#	M -9956-003	APPR-W36	191,766.07	247,058.37	245,256.51	78.19	191,766.07	191,766.07		
326-1966	1#	XI -9926-002	APPR-823	259,183.40	281,426.49	304,921.65	85.00	259,183.40	259,183.40		
	2#	X10 -9926-002	APPR-772	33,585.91	39,512.84	39,512.84	85.00	33,585.91	33,585.91		
26-1966	PREFIX TOTALS			292,769.31	320,939.33	344,434.49		292,769.31	292,769.31		
326-1968	1#	M -000C-012	APPR-W36	11,314.79	12,546.46	12,835.84	88.15	11,314.79	11,314.79		
326-1970	1#	M -000C-013	APPR-W36	10,757.48	11,907.52	12,199.46	88.18	10,757.48	10,757.48		
326-1971	1#	M -000C-011	APPR-W36	4,254.50	4,694.30	4,824.79	88.18	4,254.50	4,254.50		
326-1977	1#	M -9793-001	APPR-W36	147,732.39	172,429.55	172,182.27	85.80	147,732.39	147,732.39		
326-1978	1#	M -9926-001	APPR-W36	325,346.66	381,661.90	379,191.91	85.80	325,346.66	325,346.66		
	2	XI -9926-001	APPR-823				85.00				
326-1978	PREFIX TOTALS			325,346.66	381,661.90	379,191.91		325,346.66	325,346.66		

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	-000C(14)
STATE PROJECT NO.	see below
PROGRAM NO.	
COUNTY NAME	Multnomah
ITEM NO.	80305
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 28 '80
REFER TO
FOR

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	3/25/80
FEDERAL ROUTE NUMBER	Various
STATE ROUTE NUMBER	City Streets

GENERAL LOCATION:

CBD Traffic Signals (Portland) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 3/13/80 letter I approve the program change adding the following five intersections at no increase in obligation of funds.

STREET	FAU	STREET	FAU
S.W. 2nd	9347	S.W. Pine	9338
"	"	S.W. Oak	9344
"	"	S.W. Stark	9344
"	"	S.W. Washington	9350
"	"	S.W. Alder	9350

DATE	3/25/80
SIGNATURE OF APPROVING OFFICIAL	G K Hossman
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-868

Pine - Alder [illegible] 9355

9130

Section C.B.D. Traffic Signals (Portland) Programming Estimate $ 893,00

Highway City Sts. 3-18-80 Project Length –

County Multnomah Completion Time 325 CD

Kind of Work Traffic Signals Est. Comp. Date Mar. 1, '81

Prefix 326-1953 (15) Letting Date April 24, '80 Project No. IX-000C(14)

23 326-1969 (5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 774,210.00

Anticipated Additional Items:

Royalty Payment. . . . .

Permit Fees . . . .

Slide Correction . . . .

Railroad Protective Costs . . . .

Other Railroad Costs . . . .

Permanent Signing . . . .

Permanent Pavement Striping . . . .

Temporary Pavement Striping. . . . .

Remove Pavement Striping (Exist. & Temp.) . . .

Temporary Erosion Control . . . .

State Furnished . . . . $ 12,600.00

Roadside Seeding & Mulching . . . .

Asphalt Cement Adjustment. . . . .

On the Job Trainees . . . .

State Responsibility for Damages. . . . .

Signal Controller Testing (Engineering) 12,600

Bikeway Signs . . . .

Furnish Mailbox Posts . . . .

Adjust Utilities:

Subtotal $ 786,810.00

Contingencies (4-1/2%) 35,406.45

Engineering (8, [✓ 9,] 10%) 70,812.90

Subtotal $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 893,029.35

APPROVED

Includes Pine - Alder 2nd St.

Rec'D. 3-18-80

OK

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE--~~ COST ESTIMATE

Sheet 1 of 1
Date March 12, '80

Section C.B.D. Signal System (Portland)
County Multnomah

Kind Of Work Traffic Signals
Length -
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		All	All	-	15,000-
2	Temporary Signs		Sq. Ft.	135	6-	810-
3	Flagmen		Hour	420	20-	8,400-
4	Traffic Signal Installation, Complete		All	All	-	735,000
5	Drawings		All	All	-	15,000

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-000C (14)

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
80305

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 5'80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-3080	1-30-80	Various City streets

GENERAL LOCATION:
CBD Traffic Signals (Portland) Section

GENERAL DESCRIPTION OF WORK:
Replace traffic signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-6-79, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a TEC of $907,700 with Federal participation limited to $771,500. (Advice dated 1-25-80)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-30-80	G. K.	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-055

9355

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

January 2, 1980

Jon Rose, Federal Aid Coordinator
Oregon Department of Transportation
5821 N.E. Glisan St.
Portland, Oregon 97213

Subject: Combine Projects
CBD (21 locations) -- M- 000C (8)
S.W. 2nd Ave. -- M - 9347 (1)

Dear Jon:

Development of the light rail system for Portland has progressed to the point where it seems very probabale the routing will be on S.W. 1st Ave., S.W. Morrison St. and S.W. Yamhill St.

Our project for signal replacements at 21 locations in the CBD includes six intersections which are located on these streets. Since the light rail requirements may differ from existing conditions we do not feel it would be appropriate to replace these six intersections now and then possibly replace them again in two years or so when the light rail is constructed. Therefore we propose to drop these six intersections from the project "CBD (21 locations)" and combine this project with the "S.W. 2nd Ave (Pine to Alder)" project for contract letting.

The locations to be dropped are as follows.

S.W. 1st Ave. & Morrison St.
S.W. 2nd Ave. & Morrison St.
S.W. 3rd Ave. & Morrison St.
S.W. 1st Ave. & Yamhill St.
S.W. 2nd Ave. & Yamhill St.
S.W. 3rd Ave. & Yamhill St.

The estimated total cost of the combined projects would not be appreciably different than the original estimate for the "CBD (21 locations)" project.

If you have any question on this, please call Dean Franklin at 248-4199.

Sincerely,

James K. Wilson
Sr. Traffic Engineer

cc: Dave Hill
Tom Schwab
Dennis Peterson
Jack Sullivan

N

Portland
City Wid.
Traffic Signals

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 21, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening January 24, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. IX-000C(14) Highway No. 726 - City

Federal-aid Project Name CBD Traffic Signals (Portland) 21 intersections

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

93535

Section C.B.D. Traffic [illegible]ignals (for [illegible] Programming Estimate $

Highway City Sts. Project Length —

County Multnomah 11-28-79 Completion Time 325 cal. days

Kind of Work Traffic Signals Est. Comp. Date Dec 1, '80

Prefix 326-1953 Letting Date JAN 21, 80 Project No. IX-000C(14)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 774,210.00 ~~705,610.00~~
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 12,600.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
✓ Signal Controller Testing (Engineering)	12,600	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
. . . .		
. . . .		
. . . .		
. . . .		
. . . .		
Subtotal		$ 786,810.00 ~~719,010.00~~
Contingencies (4-1/2%)		35,406.45 ~~32,355.45~~
Engineering (8, 9, 10%)		70,812.90 ~~64,710.90~~
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ ~~816,076.35~~ 893,029.35

APPROVED

Rec'd 11-28-79

Road Design Engineer

9355

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 6, 1979

In Reply Refer to
File No PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 80305
Project No. IX-000C(14)
CBD Traffic Signals (Portland) Sec.
Multnomah County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for the construction of the subject project. This action will involve an estimated total cost of $907,700 with substitution funds in the amount of $771,500.

This request is based on the September 18 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

JLG:sr
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Budget Bureau No. 41-R

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 11-6-79

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City Sts., S.W. 1st,2nd,3rd,5th & 6th Ave. (Portland) 65	ADT	PRESENT 7,000 to 25,000	FUTURE (66) (70) -----	YEAR (71) (72) ----	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Replace Traffic Signals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 IX- 23	NUMBER 7 000C
CARD	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded				COUNTY NAME Multnomah				
	NAME OF URBAN AREA 17-31 Portland				ROUTE NO.	FEDERAL-AID 9318, 9355,9347 & 9341 (32)	STATE City Sts (36) (37)	U. -	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS 9%	OTHER FUNDS 6%
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) Topics Y031		"CBD Traffic Signals (Portland) Sec."	0.0	907,700	771,500	81,720	54,480
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS	0.0	907,700 (16) (23)	771,500 (24) (33)	81,720	54,480
1	14	PROGRAM APPROVAL DATES 10-4-79										

REMARKS Additional Data: Ite
Project No. M-000C(

326-1953

Budget Bureau No. 41-R2067; Approval Expires February 28, 1

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11-6-79

CT LOCATION (45 typewriter spaces) y Sts., S.W. 1st,2nd,3rd,5th & 6th Ave. (Portland)	ADT	PRESENT 7,000 to 25,000	FUTURE -----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 823

ITEM NO.: 80305

ORK (35 typewriter Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): IX- NUMBER: 000C SEQ. NO.: (14)	T. Projects Only POST MI. / DESIG.

Interstate Substitutions General Funded

Portland

COUNTY NAME: Multnomah
CODE: 051

ROUTE NO.: FEDERAL-AID 9318, 9355,9347 & 9341; STATE City Sts; U.S. - - -

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS 9%	OTHER FUNDS 6%	CHARACTER OF PROPOSED WORK (Full description)
								Util. adj. as requi- rec
W								
NST DE) CS		"CBD Traffic Signals (Portland) Sec."	0.0	907,700	771,500	81,720	54,480	ROW-80' Max; Access Control-none Parking Restrictions Partial.
JLG		PROJECT TOTALS	0.0	907,700	771,500	81,720	54,480	

VAL DATES
10-4-79

REMARKS Additional Data: Item No. 80305;
Project No. M-000C(8).

-over-

USCOMM DUSCOMM-DC 48905

CBD TRAFFIC SIGNALS (PORTLAND) SECTION
Project No. IX-000C(14)

Remarks-continued

Project Data: The work consists of replacement of traffic signal installation at the following listed intersections, adjust utilities as required and incidental work common to this type of project.

Street	FAU	Street	FAU
S.W. 1st	9355	Morrison	9358
S.W. 1st	9355	Yamhill	9358
S.W. 1st	9355	S.W. Main	9366
S.W. 2nd	9347	Morrison	9358
S.W. 2nd	9347	Yamhill	9358
S.W. 2nd	9347	Taylor	9364
S.W. 2nd	9347	Salmon	9364
S.W. 2nd	9347	Main	9366
S.W. 3rd	9347	Pine	9338
S.W. 3rd	9347	Oak	9344
S.W. 3rd	9347	Stark	9344
S.W. 3rd	9347	Washington	9350
S.W. 3rd	9347	Alder	9350
S.W. 3rd	9347	Morrison	9358
S.W. 3rd	9347	Yamhill	9358
S.W. 3rd	9347	Taylor	9364
S.W. 3rd	9347	Salmon	9364
S.W. 3rd	9347	Main	9366
S.W. 5th	9341	Jefferson	9368
S.W. 5th	9341	Columbia	9368
S.W. 6th	9318	Jefferson	9368

Note: 1) The project is in Congressional District No. 1
2) Included in MSD FY'80 TIP/AE on page 146, item 279.

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

November 2, 1979

BILL OCKERT
METRO TRANSPORTATION DIRECTOR
527 SW HILL
PORTLAND OR 97201

Dear Bill:

This letter is to request that Metro administratively transfer $144,000 from the City of Portland's Category VI New Traffic Signals project to the City of Portland's Category VI Traffic Signal Replacement project. This additional money will cover the increased cost of a twenty-one signal replacement project in the City of Portland's central business district. Gary Spanovich indicates that, if the cost-increase process is adopted by the Metro council near the end of November, these changes may then be made administratively.

If you have any questions, please call me at 248-4643.

Sincerely,

L. David Hill

L. David Hill, Program Management
Bureau of Street & Structural Engineering

LDJ:mjh

cc: Don Bergstrom - City Traffic
Max Klotz - ODOT

cc: D.E. Swan for your info
Gary Zehner " " "

Max

1

91 32

10-31-79

Max Says City will transfer $150,000 from new signal category to traffic signal replacement to cover funding this project. RISD approval letter will be sent to us when approved.

THE CITY OF
PORTLAND
1851
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

October 8, 1979

OREGON STATE HIGHWAY DEPARTMENT
TRANSPORTATION Bldg. Room 201
Salem, Oregon 97301

Attention: Gray Zehner

Re: 21 Signal Replacements C.B.D.

Dear Mr. Zehner:

Transmitted herewith is one (1) set of special specifications for the REPLACING of 21 signal installation in the C.B.D., City of Portland.

If you have further needs or questions please contact Dean L. Franklin at 248-4199, 420 S.W. Main Street Portland, Oregon 97204.

Sincerely,

James K. Wilson

James K. Wilson
Senior Traffic Engineer

JKW:DLF:jc

10-[illegible]
[illegible]

H

1130

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

RECEIVED
OCT 03 1979
Environmental Section

October 1, 1979

Mr. Gary Zehner
Oregon Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Gary:

Enclosed is the estimate for the replacement of 21 traffic signals in the Portland Central Business District.

This project had previously been increased to include the five signal replacements on S.W. 2nd Avenue. However, due to the limitation of available Federal Funds we have reduced this project back to the original 21 intersections.

If you have any additional questions on this matter please call Dean Franklin at 248-4199.

Sincerely,

James K. Wilson

J.K. Wilson
Senior Traffic Engineer

JKW:jc

Encl.

10-4-79

cc: Tom Ericher
Max Klotz
Bill Zirbes

Estimate for drawings, installation and removal of Traffic Signal Controls at 21 intersections in Portland Central Business District.

		Labor & Equipment	Material
Install	42 Steel Poles and Mast Arms	21,170	127,000
Install	42 4" Pipe Posts	14,110	40,825
Install	42 Sidewalk Pull boxes	20,665	6,640
Install	21 Controllers	9,400	82,215
Install	5,250' Underground Conduit	58,800	7,375
Install	5,250' Underground Cabling	12,600	7,350
Install	2100' Underground Interconnect	3,530	1,850
Install	84 Vehicle Signals 8-8-8	6,500	13,650
Instsll	84 - 2 way Neon Pedestrian Signals	14,175	40,000
Remove Old Equipment		14,200	4,200
	Total Labor & Equipment / Material	175,150	331,105

Total Construction/Removal Cost	506,285
Construction Signing & Flagging	40,000
Drawings	15,000
+ 25% Overhead + Profit	140,321
Total	701,606
Construction Engineering	42,000
	743,606
Controller Testing	12,600
	756,206

7-24-79

Gaither says IX funds have
not been programmed for
this project. MSD clearance
for $150,000 additional Fed funds is needed
prior to FHWA allowing us
to advertise. Called Dave
Hill told him we would Pull
from August 23 bid schedule.
Told Tim Brickey.

10-4-79 Dave Hill says letter dated
10-1 coming with new estimate
$756,206
He will find out where revised Plans &
specs are and let us know.

9355

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway # 726

326-1953

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-000C (8)
Project Name C B D Traffic Signals (Portland) 26 Intersections
City Streets

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 18 day of July, 1979

City of Portland

John M Lang
John M. Lang, Chief
Bureau of Street & Structural
Engineering

Certified By:

Regional Right-of-Way Supervisor
Date July 27, 1979

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

JUL 25 1979
Metro R/W Dept.

M

Section C.B.D. Traffic Signals (Portland) Programming Estimate $ 912,000
Highway City Sts. Project Length —
County Multnomah Completion Time 325 cal. days
Kind of Work Traffic Signals Est. Comp. Date Aug. 1, '80
Prefix 326-1953 Letting Date Aug. 23, '79 Project No. M-000C(8)

TIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 783,010.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$ 20,800.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
✓ Signal Controller Testing (Engineering)	20,800	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 803,810.00
Contingencies (4-1/2%)		36,171.45
Engineering (8, (9) 10%)		72,342.90
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 912,324.35

APPROVED

Road Design Engineer

[illegible] Oct. 18, 1979

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date July 11, '79

ection C.B.D. Signal System (Portland)
County Multnomah
ind Of Work Traffic Signals
Length —
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Temporary Protection and Direction of Traffic		All	All	-	3,000
Temporary Signs		Sq. Ft.	135	6-	810-
Flagmen		Hour	10	20-	200-
Traffic Signal Installation, Complete		All	All	-	775,000
Drawings		All	All	-	4,000

Section C.B.D. Traffic Signals (Portland) Programm[illegible] Estimate $

Highway City Sts. Project Length –

County Multnomah Completion Time 325 cal. days

Kind of Work Traffic Signals Est. Comp. Date ~~Nov. 1, '80~~

Prefix 326-1953 Letting Date ~~Nov 15, '79~~ Jan 24 '80 Project No. M-000C(8)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 705,610.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 13,400.00
Asphalt Cement Adjustment		
✓ On the Job Trainees	800	
State Responsibility for Damages		
✓ Signal Controller Testing (Engineering)	12,600	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 719,010.00
Contingencies (4-1/2%)		32,355.45
Engineering (~~8,~~ [✓ 9] ~~10~~%)		64,710.90
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 816,076.35

APPROVED

Road Design Engineer

EGON STATE HIGHWAY DIVISION

~~SUMMARY--BID-SCHEDULE--~~COST ESTIMATE

Sheet 1 of 1

Date July 11, '79

ection C.B.D. Signal System (Portland)

County Multnomah

ind Of Work Traffic Signals

Length —

Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
1 Temporary Protection and Direction of Traffic		All	All	-	3,000-
2 Temporary Signs		Sq. Ft.	135	6-	810-
3 Flagmen		Hour	10	20-	200-
4 Traffic Signal Installation, Complete		All	All	-	686,600
5 Drawings		All	All	-	15,000-

9355
9347

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services — DEPT.
238-8231 — TELEPHONE

TO: L. E. GEORGE
Traffic Engineer

DATE: June 19, 1979

FROM: TOM SCHWAB Tom Schwab
Trans. Analysis Engineer

SUBJECT: Specifications
Signal Replacement Program
City of Portland
Prefixes: 326-1953 & 326-1969
M-000C(8) M-9347(1)

Attached is a copy of the specifications for the subject City of Portland project. Also attached is the latest cost estimate for this project prepared by the City of Portland.

The present cost estimate of $794,450 is higher than the original cost estimate of $630,000. The City of Portland desires to proceed with the project even though the present cost estimate is higher than the original. The project is a FAU project to be funded from the New Traffic Signals allocation shown in the "TIP."

pq

cc D. H. Moehring: Please program funds after estimate verification by the Traffic Section

Attachment

PROJECT MANAGEMENT
[illegible]

9355
9347

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services 238-8231
DEPT. TELEPHONE

TO: L. E. GEORGE
Traffic Engineer

DATE: June 19, 1979

FROM: TOM SCHWAB Tom Schwab
Trans. Analysis Engineer

SUBJECT: Specifications
Signal Replacement Program
City of Portland
Prefixes: 326-1953 & 326-1969
M-000C(8) M-9347(1)

Attached is a copy of the specifications for the subject City of Portland project. Also attached is the latest cost estimate for this project prepared by the City of Portland.

The present cost estimate of $794,450 is higher than the original cost estimate of $630,000. The City of Portland desires to proceed with the project even though the present cost estimate is higher than the original. The project is a FAU project to be funded from the New Traffic Signals allocation shown in the "TIP."

pq

cc D. H. Moehring: Please program funds after estimate verification by the Traffic Section

Attachment

[illegible]

CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

June 14, 1979

Dennis Peterson
Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Peterson:

As per your request, I have figured an estimate for the signal replacements in downtown Portland. The estimate is as follows:

Temporary Protection & Direction of Traffic	$ 3,000
Temporary Signs	800
Flag Persons	200
Traffic Signal Installation Complete	775,000
Drawings	4,000
Engineering	11,450
Total Estimate	$794,450

We realize this estimate is higher than the original estimate of $630,000 and we do desire to proceed to complete these as soon as possible.

Sincerely,

James K. Wilson

J. K. Wilson
Sr. Traffic Engineer

DLF:jjp

NOTED
D. L. PETERSON

9355

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 19, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich, Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6623

Gentlemen:

Attached for your files are two fully executed copies of an agreement concerning replacement of signal equipment at 21 intersections in the Central Business District in the City of Portland.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

kkr

bc: ✓Don Harwell (agreement attached)

DISTRIBUTED
10-24-78 Z

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

000C

September 28, 1978

Mr. R. N. Bothman, Metropolitan Engineer
Oregon State Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Zehner

Attention: Jon Rose, Regional Federal Aid Engineer

Dear Mr. Bothman:

Enclosed are quadruplicate copies of agreement for replacement of traffic signals at 21 intersections in the Central Business District as authorized by Ordinance No. 146410.

Will you please have the proper persons sign all four copies of the agreement which have already been executed by the City of Portland officials, and return two copies to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be appreciated.

Yours very truly,

George Yerkovich
Auditor of the City of Portland

From Metro JON ROSE | Date 9/29/78
To [redacted]
[redacted] Traffic Region 1

Comments: The subject agreement has been signed by City officials, has approval of the Metro Administrator and four copies are returned for your further action.

Jon Rose -

MA PDM PDE TSE SPC
ODOT - METRO
SEP 29 1978
AM PPS
FILE T/A

U.S. DEPARTMENT OF TRANSPORTATION – FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-000C(8) FAUS

S PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80305

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

Copies to
Gifford
Catterzola
Drout
M. Kloty
J. Rose
G. Zehner
H. Potter

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 6/19/78	FEDERAL ROUTE NUMBER FAU 9318, 9341, 9347, & 9355 STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

Traffic Signal Replacement at 21 locations (CBD - Portland)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $28,000, FF $24,000
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/6/78 I concur that the subject project is a nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

VA

DATE: 6/19/78

SIGNATURE OF APPROVING OFFICIAL: G. K.

TITLE: for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

FAUS
9318

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 6, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80305
Project No. M-000C(8)
Traffic Signal Replacement @ 21 Locations (CBD Portland)
Multnomah County

Enclosed is data for the subject project:

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS & E approval at an estimated total cost of $28,000 with an obligation of $24,000 in federal funds.

CL:tmw

Att.

cc: M. J. Klotz, (Metro)
G. Zehner, w/att.

N. [illegible]

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 6-6-78

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City Sts. S.W. 1st, 2nd, 3rd, 5th, & 6th Ave. (Portland)	**ADT**	PRESENT 7,000 to 25,000	FUTURE (66) (70) N/A	YEAR (71) (72) 98	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E., Replace Traffic Signals	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 M-	NUMBER 7 000C

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U FEDERAL-AID 9318 9355,9347,9341 (32) STATE City Sts. (36) (37) U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
									ESTIMATED PROJECT COST BY PHASES			
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** Topics		"Traffic Signal Replacement @ 21 Locations (CBD Portland)"	0.0	28,000	24,000	2,000	2,000 (City
5					**ROW**							
5					**CONST** (CODE) Topics Y031			0.0	572,000	490,600	40,700	40,700 (City

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.0	600,000	514,600	42,700	42,700 (City
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

March 8, 1978

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-6-78

ECT LOCATION *(45 typewriter spaces)* ty Sts. S.W. 1st, 2nd, 3rd, 5th, & h Ave. (Portland) 65	ADT	PRESENT 7,000 to 25,000	FUTURE N/A (66) (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W36 (4) (9)	ITEM NO. 80305 (14) (18)

ORK *(35 typewriter* fic Signals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) M- 14 23	NUMBER 000C 7	SEQ. NO. (8) 13 (24)	I Projects Only POST MI. DESIG. (26) 27

Urban System

Portland

COUNTY NAME Multnomah CODE 051 (14) (16)

ROUTE NO. U FEDERAL-AID 9318 9355,9347,9341 (32) STATE City Sts. (36) (37) U.S. -- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE 46	STEP 53	TERMINI *(Full description)*	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
E pics		"Traffic Signal Replacement @ 21 Locations (CBD Portland)"	0.0	28,000	24,000	2,000	2,000 (City)	
OW								
NST ODE) pics 31			0.0	572,000	490,600	40,700	40,700 (City)	ROW-80' Maximum; Access Control-none; Parking Restrictions-Partial.
CL		PROJECT TOTALS	0.0	600,000 (16) (23)	514,600 (24) (33)	42,700	42,700 (City)	

OVAL DATES

March 8, 1978

REMARKS

(over)

USCOMM DUSCOMM-DC 48905-P61

Traffic Signal Replacement @ 21 Locations (CBD Portland)
Project No. M-000C(8)

Existing Facilities: Single dial computer controlled traffic signals at the following intersections.

Street	FAU	Street	FAU
S.W. 1st	9355	Morrison	9358
S.W. 1st	9355	Yamhill	9358
S.W. 1st	9355	S.W. Main	9366
S.W. 2nd	9347	Morrison	9358
S.W. 2nd	''	Yamhill	9358
S.W. 2nd	''	Taylor	9364
S.W. 2nd	''	Salmon	9364
S.W. 2nd	''	Main	9366
S.W. 3rd	9347	Pine	9338
''	''	Oak	9344
''	''	Stark	''
''	''	Washington	9350
''	''	Alder	''
''	''	Morrison	9358
''	''	Yamhill	9358
''	''	Taylor	9364
''	''	Salmon	9364
''	''	Main	9366
S.W. 5th	9341	Jefferson	9368
''	9341	Columbia	9368
S.W. 6th	9318	Jefferson	9368

Project Data: The proposed work is as follows:

1) Preliminary engineering all phases including any utility preparatory work.
2) Modify and update traffic signals at the preceding listed intersections by changing to solid state pretimed local controllers interconnected to a computer master controller. Adjust utilities as required and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: A-95 review exempt under working agreements.

FHPM 7-7-2 Requirements: Nonmajor Action under provisions of paragraph 10e.

FHPM 7-7-5 Requirements:

a) Public Hearings -- None required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 1.
2) This project is included in CRAG FY'78' Tip Annual Element as "Traffic Signal Replacement" and shown as line item No. 24.

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
Manager, Office of Project Management
Attn: Gary Zehner

DATE: March 31, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Federal Aid Project Reviews in Portland
Columbia Blvd. at I-5 ramp, Argyle, Argyle Way, Pensular, Chautauqua and Portsmouth
SW Capitol Hwy. at Huber
C.B.D. - 21 intersections

[illegible] MANAGEMENT
CGE ☐ OM ☐
IAE ☐ OPE ☐
APR 4 1978
Zehner
FM
LG

This office has reviewed the subject signal project proposals in Portland. We have increased the estimated costs on all projects to reflect present price trends. The rest of the information as it pertains to traffic operations seems to be in order.

L. E. George
L. E. George
Traffic Engineer Supervisor

WB:rah

CC: MAX KLOTZ 4-10-78

CBD 21 INTERSECTIONS - $600,000
S.W. CAPITOL HWY. @HUBER - $45,000
COLUMBIA BLVD. SIGNALS - $358,500

81-125-1387

Form E-39 (Rev. 9-71)

#78-28

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

tion Traffic Signal Replacement - CBD

Date March 10, 1978

Highway 21 Intersections - City of Portland

Authorization No. 1

County Multnomah

Survey Prefix 321-1953 (Assigned by Salem office)

Description of termini, route, length, etc.:

10 intersections on S.W. Third Ave.
5 intersections on S.W. Second Ave.
3 intersections on S.W. First Ave.
2 intersections on S.W. Fifth Ave.
1 intersection on S.W. Sixth Ave.

RECEIVED
JUN 22 1978
ACCTG. CONTROL

Proposed:

Replace all signal equipment

Purpose of survey:

City to perform PE, prepare plans, specifications, and estimate.

State to monitor PE, review plans, and complete PS & E.

M-000C(8)
6-19-78

FAUS
Category III N.M.
CRAG TIP

		Estimate of Cost
Field Survey	(901)	200
Citizen Participation	(902)	
City or County	(903)	20,500
Consultant	(904)	
Final Design	(905)	300
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	6,000
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $28,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . . .

Requests made by:

. T. Ewen, Metro Location Engineer

ecommended for Approval:

M. J. Klotz, Metro Technical Services Engineer

SP*23664-731

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Engr.

N # 8

1120

#78-28

Form E-39 (Rev. 9-7

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

[illegible]tion Traffic Signal Replacement - CBD

Highway 21 Intersections - City of Portland

County Multnomah

Date March 10, 1978

Authorization No. 1

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

10 intersections on S.W. Third Ave.
5 intersections on S.W. Second Ave.
3 intersections on S.W. First Ave.
2 intersections on S.W. Fifth Ave.
1 intersection on S.W. Sixth Ave.

Proposed:

Replace all signal equipment

Purpose of survey:

City to perform PE, prepare plans, specifications, and estimate.

State to monitor PE, review plans, and complete PS & E.

FAUS
Category III N.M.
CRAG TIP

		Estimate of Cost
Field Survey	(901)	200
Citizen Participation	(902)	
City or County	(903)	20,500
Consultant	(904)	
Final Design	(905)	300
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	6,000
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey $ 28,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Requests made by:

Robert Ewen

. T. Ewen, Metro Location Engineer

Recommended for Approval

M. J. Flotz, Metro Technical Services Engin

Recommended for Approval:

Location Engineer

Approved

AGENDA ITEM 3.3

CRAG RESOLUTION

BD 780201

FOR THE PURPOSE OF ADOPTING REVISIONS TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND ITS ANNUAL ELEMENT

WHEREAS, CRAG by Resolution BD 770902 adopted a Transportation Improvement Program (TIP) having an Annual Element for the period of October 1, 1977 to September 30, 1978; and

WHEREAS, the Transportation Technical Advisory Committee (TTAC) and staff have reviewed all the revisions included in Exhibit "A" attached hereto and incorporated herein and has recommended approval.

NOW, THEREFORE, IT IS HEREBY

RESOLVED, that the FY 1978 TIP be amended to incorporate the revisions described in Exhibit "A" and that these revisions be added to and made an integral part of the TIP and Annual Element and each such revision hereby receives an affirmative A-95 review.

ADOPTED by the Board of Directors this 23rd day of February, 1978.

By Denton U. Kent

Denton U. Kent, Executive Director

acquisition and construction funds advanced FY 1978 and FY 1979 respectively. Total cost of this segment increased to $1,243,000 (from $378,000) as a result of a more current estimate from PE.

Washington County

SW 65th/Nyberg Road--I-5 to Sagert: R/W acquisition and bridge structure advanced to FY 1978 and FY 1979, respectively. Total cost of this project increased to $1,107,000 (from $753,000).

Category III--Interstate Transfer

Basin Ave--Going St. Interchange--R/W and Construction: R/W acquisition advanced to FY 1978. R/W and construction monies deleted from FAUS.

N. Greeley to I-5--R/W and Construction: R/W acquisition advanced to FY 1978. R/W and construction monies deleted from FAUS.

PROJECTS INVOLVING COST INCREASES

City of Portland

New Traffic Signals: Estimated costs increased in FY 1978 by 19.2 percent or $43,000 to reflect current PE estimates. This would increase total project costs by 3.4 percent.

Traffic Signal Replacement: Estimated costs increased in FY 1978 by 4.3 percent or $18,000 to reflect current PE estimates. This would increase total project costs by .06 percent.

E. Burnside/Sandy--R/W and Construction: R/W and construction estimates increased in FY 1978 and FY 1979, respectively. Total cost of these two phases increase by 51.9 percent or $228,000 as a result of current PE estimates.

PROJECTS INVOLVING COST DECREASES

City of Portland

Fremont Bridge Access--R/W and Construction: Construction costs decreased by 59 percent or $62,000 as a result of PE.

NEW PROJECTS

City of Portland

Alternative to I-505 Project Development Program: This project would be added to the FY 1978 Annual Element in the amount of $17,000 (FAUS funds). This project will examine alternative designs to the Long Yeon I-505 freeway segment design.

7130

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section CBD Traffic Signal Replacement Date 3/8/78

Highway 21 Intersections - City of Portland County Multnomah

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas N/A

Roadway: no. lanes 2 - 3 paved shoulders? None
pavement width Varies 36ft to 50ft

Structures: MP description
None

Existing Signals: location S.W 3rd Ave @ 10 intersections, S.W. 2nd @ 5 Intessections
S.W. 1st @ 3 Intersections, S.W. 5th @ 2 intersections
and S.W. 6th Ave At Jefferson

Descriptions of adjacent sections

end: N/A
end: N/A

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

FEDERAL AID PROJECT REQUES

Date October 14, 1977

Applicant Agency City of Portland

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No.* ____ Route Name * See below

Project Name Traffic signal replacement - C.B.D. - 21 Intersections

Project Length ____ Project Location (Attach sketch map)

Project Description Replace all signal equipment on S. W. 3rd Ave. at 10 intersections, S.W. 2nd Ave. at 5 intersections, S.W. 1st Ave. at 3 intersection, S.W. 5th Ave. at 2 intersections, and S.W. 6th Ave. at Jefferson.

Average Daily Traffic varies at different intersections bet. 7,000 and 25,000 VPD Design Speed 15

Complete Applicable Sections:

* 1st	9355
2nd	9347
3rd	9347
5th	9341
6th	9341

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 36' to 50' Travel Lanes 2 to 3 Shoulders None

Medians None Parking Restricted at some locations

Sidewalks 12' to 15' sidewalks at all locations.

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks No changes proposed in existing roadway

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width varies Minimum 60' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks Existing roadway will be used without change.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Single dial, computer controlled, span wire suspension at all locations.

2. **Proposed Signalization:**

Location S. W. 3rd Ave. (10), S. W. 2nd Ave. (5), S.W. 1st Ave. (3), S.W. 5th Ave. (2), S.W. 6th Ave. (1)
Type 3 dial, solid state, computer mastered
Phases two
Type of Suspension Mast Arm
Interconnected 6 pair computer communication and 10 conductor back-ups
Remarks

3. **Permanent Signing:**

Include in project or by applicant? NOT APPLICABLE

4. **Permanent Striping:**

Include in project or by applicant? NOT APPLICABLE

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type
Remarks No change in existing illumination is proposed.

V. STRUCTURE DATA NOT APPLICABLE

1. Existing Structure:

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired: ______________________________

Are any utilities to be attached to structure? ______________________________

Are provisions for illumination desired? ______________________________

Are there any unusual or complicating conditions? ______________________________

Remarks ______________________________

VI. RAILROAD DATA   NOT APPLICABLE

1. Are there any railroad crossings? Yes__________ No__________

   Name of Railroad ______________________________
   Existing Crossing Protection ______________________________

2. Will existing railroad crossing be altered? ______________________________

   Remarks ______________________________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement   Bureau of Traffic Engineering - Mike Thompson Office
2. Environmental   Bureau of Traffic Engineering - Mike Thompson Office
3. Public Hearing   Bureau of Traffic Engineering - Mike Thompson Office

Remarks ______________________________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant Partial *   State__________   Consultant__________

   * See remarks under VIII - 4

2. Project construction engineering to be performed by:

Applicant X State ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes X No ______

If "yes," describe briefly: City will provide inspection during construction stage.

4. Applicant's estimate of cost for requested project:

Roadway Work		$
Right-of-way costs (if participating)		
Traffic control	579,500	~~490,000.~~ inc. P.E.
Illumination		
Structures		
Railroad		
Other		
Preliminary engineering		20,500. City Inspection
PROJECT TOTAL		$ ~~510,500.~~ $600,000

Remarks Project will be "Turn-Key" with contractor providing preliminary engineer and City providing specifications. City's share of funding is included in the City's 1977-78 Budget. Signal replacement project is included in CRAG TIP.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

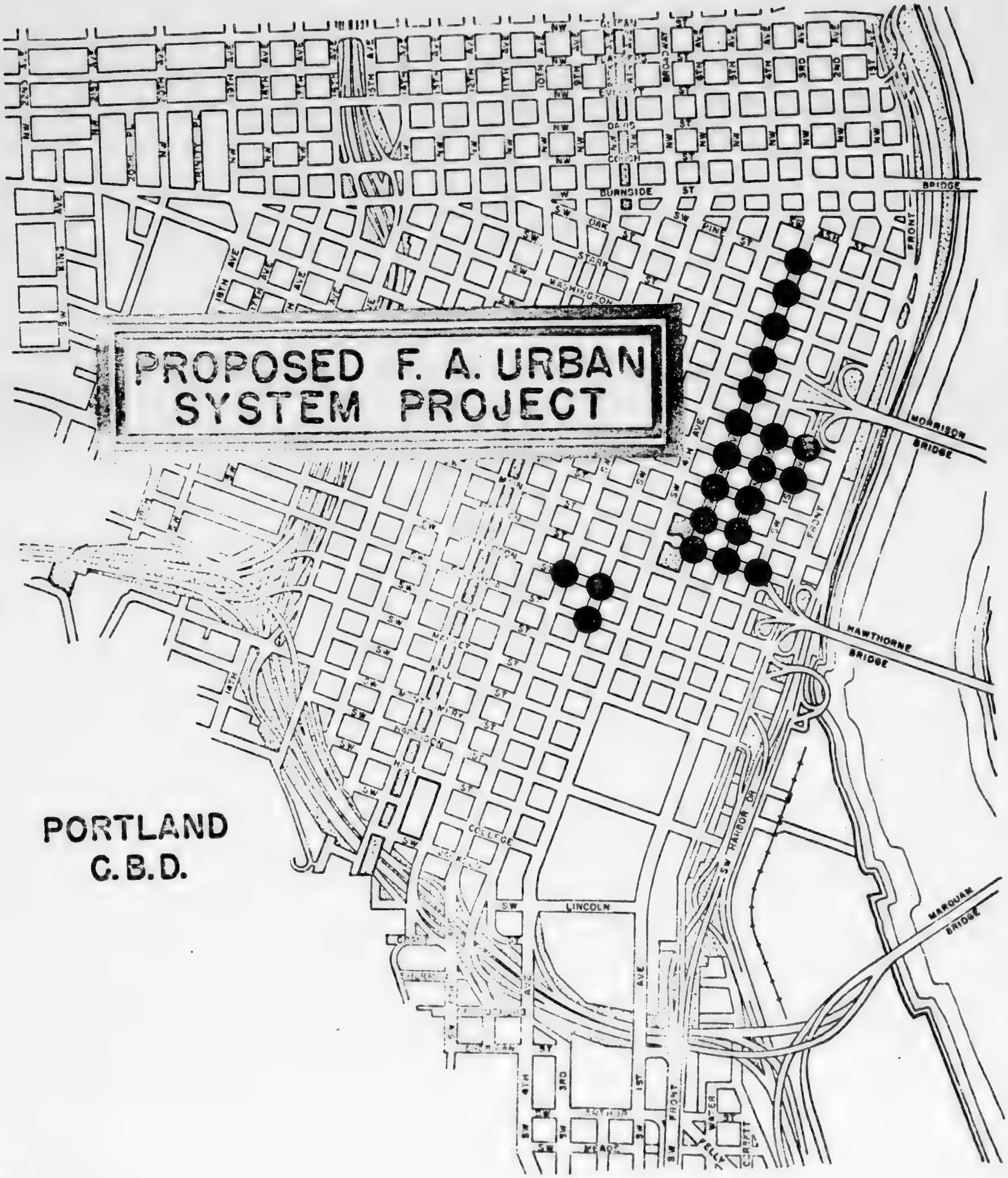
CITY OF PORTLAND and/or ______ COUNTY

By ______ By ______

By ______ By ______

By ______

(1976)


PROPOSED F. A. URBAN
SYSTEM PROJECT
PORTLAND
C.B.D.
BURNSIDE ST
BRIDGE
MORRISON BRIDGE
HAWTHORNE BRIDGE
MARQUAM BRIDGE
FRONT
BROADWAY
SW OAK ST
SW STARK
SW WASHINGTON
SW PINE ST
NW DAVIS
NW COUCH
SW HARBOR DR
SW LINCOLN
COLLEGE
SW MARKET
SW MONTGOMERY
SW HARRISON
SW HALL
SW JACKSON
SW FRONT
WATER

1980 Pacific Hwy. East at 9132
S.P.T.C. U'Xing Sec. of Pac. Hwy.
East. (Sign. & illum.)

STATE COPY

cy: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 3-15-82	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. HES-26(15)
COMPLETION DATE 11-25-80	ACCEPTANCE DATE BY CONTRACT AGENCY 4-7-81	TIME ELAPSED 99 %	CONTRACT TIME 180
APPROVED EXTENSIONS --	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HIGHWAY EAST @ S.P.T.C. UNDERCROSSING
PACIFIC HIGHWAY EAST
Signing and Illumination

The project provided for revisions to existing signing and illumination.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 3/23/82	TITLE Field Operations Engineer	DATE 3/23/82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9137

L.

April 13, 1981

United Pacific Insurance Company
Fidelity and Surety Department
PO Box 1216
Tacoma, Washington 98401

COM 5
#9132

Gentlemen:

Contract No. 9132 awarded to Hamilton Electric, Inc., for work on the Pacific Highway East at S.P.T.C. Undercrossing Section at Oregon City in Clackamas County was completed on February 3, 1981, and accepted by the State Highway Division on April 7, 1981.

Final payment in the amount of $5,996.86 will be released to the contractor after April 20, 1981. The total contract amount is $118,607.16 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Tkn

cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9008	Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties	March 13, 1981
R. A. Hatch Co. No. 9058	Ironside-Brogan Hill Malheur County	March 18, 1981
S.D. Spencer & Son No. 8654	N. Oakland Intchge.-Sutherlin Intchge. Douglas County	March 18, 1981
C.G. Gredvig, Inc. No. 9217	Leroy St.-S.P. X'ing. (Molalla) Clackamas County	March 19, 1981
Wildish Medford Construction Co. No. 9029	Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County	March 19, 1981
Douglas S. Coats, Inc. No. 9095	Prairie Creek Culvert Wallowa County	March 20, 1981
Fabricators, Inc. No. 9056	Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County	March 20, 1981
Western Bridge, Inc. No. 9145	Amazon Cr. (Acorn Park) Br. Lane County	March 25, 1981
Siuslaw Construction Co., Inc. No. 9098	Deer Creek Section Yamhill County	March 30, 1981
Douglas S. Coats No. 8990	Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County	April 1, 1981
C.C. Meisel Co., Inc. No. 9013	Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County	April 1, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Cherry City Electric, Inc. No. 9153	Pac. Hwy. East @ "D" St. (Hubbard) Marion County	April 2, 1981
Weaver Construction Co. No. 9148	Birch Cr. (Sparks) Bridge Umatilla County	April 3, 1981
Hamilton Electric, Inc. No. 9132	Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County	April 7, 1981
Hamilton Electric, Inc. No. 8879	Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County	April 9, 1981
John Thomas Construction No. 9118	Valley of the Rogue State Park Jackson County	April 9, 1981

April 9, 1981

Keasey

C. T. Keasey
Asst. State Highway Engineer

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy. East @ S.P.T.C. U'Xing

WEEK ENDING: Jan. 2

SECTION PREFIX: 003-10

HIGHWAY: Pacific Highway East

COUNTY: Clacka

NAME OF JOB:

KIND OF WORK: Signing and Illumination

CONTRACTOR: Hamilton Electric, Inc.

CONTRACT NUMBER: 9132

FEDERAL AID PROJECT NUMBER: HES-26(15)

DATE OF CONTRACT: 5/16/80

DATE WORK STARTED: 10/13/80

ESTIMATED COMPLETION DATE: 11/25/

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 180

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 17

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $137,312.48

EXCLUSIVE OF ENGINEERING: $126,424.27

ENGINEERING AUTHORIZATION: $10,888.21

PERCENT OF CONTRACT COMPLETE BASED ON ESTIMATED COST: 1

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $120,037.16

ENGINEERING COST TO DATE: $6,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 1

ESTIMATED PERCENT UNDERRUN: 5 %

PERCENT OF AUTHORIZATION: 55 %

DATE PROJECT WAS COMPLETED: 11/25/

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM
MILES IN PROJECT				
MILES PARTIALLY COMPLETED				
MILES COMPLETED				
TOTAL ESTIMATED QUANTITIES (CONTRACT)				
TOTAL QUANTITIES CORRECTED TO DATE				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				
AVERAGE DAILY QUANTITIES				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				
NUMBER OF SHIFTS PER DAY				
HOURS PER SHIFT				

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Rain	0		
TUESDAY	Showers	0		
WEDNESDAY	Showers	0		
THURSDAY	Rain	0		
FRIDAY	Showers	0		
SATURDAY				

RECEIVED
JAN 26 1981
CONSTRUCTION
BRANCH
Kuasov
Johnson
Hopkins
Richards
Berg
Irloes
Widmer

913

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-24	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 1	6-26-80	Project Number HES-26(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 29, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 143,312.00	$ 157,312.00
Federal funds	$ 128,980.00	$ 141,580.00
Other revisions		

This modification is made for the following reasons: To include approved increase for preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect: This modification is effective as of the 26 day of June, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Pacific Hwy. East & S.P.T.C. U'Xing	WEEK ENDING Jan. 2	SECTION PREFIX 003-10
HIGHWAY Pacific Highway East	COUNTY Clackam	
NAME OF JOB	KIND OF WORK Signing and Illumination	
CONTRACTOR Hamilton Electric, Inc.	CONTRACT NUMBER 9132	FEDERAL AID PROJECT NUMBER HES-26(15)
DATE OF CONTRACT 5/16/80	DATE WORK STARTED 10/13/80	ESTIMATED COMPLETION DATE 11/25/
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 17
PROJECT AUTHORIZATION $137,312.48	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 1
EXCLUSIVE OF ENGINEERING $126,424.27	ENGINEERING AUTHORIZATION $10,888.21	PERCENT OF CONTRACT COMPLETE BASED ON ESTIMATED COST 1
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $120,037.16	ENGINEERING COST TO DATE $6,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 1
ESTIMATED PERCENT UNDERRUN 5 %	PERCENT OF AUTHORIZATION 55 %	DATE PROJECT WAS COMPLETED 11/25/

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM
MILES IN PROJECT				
MILES PARTIALLY COMPLETED				
MILES COMPLETED				
TOTAL ESTIMATED QUANTITIES (CONTRACT)				
TOTAL QUANTITIES CORRECTED TO DATE				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				
AVERAGE DAILY QUANTITIES				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				
NUMBER OF SHIFTS PER DAY				
HOURS PER SHIFT				

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Rain	0		
TUESDAY	Showers	0		
WEDNESDAY	Showers	0		
THURSDAY	Rain	0		
FRIDAY	Showers	0		
SATURDAY				

RECEIVED
JAN 26 1981
Hopkins
Richards
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1/18 SUNDAY	No activity.
1/19 MONDAY	No activity.
1/20 TUESDAY	No activity.
1/21 WEDNESDAY	No activity.
1/22 THURSDAY	No activity.
1/23 FRIDAY	No activity.
1/ SATURDAY	No activity.

REMARKS

Office working on Semi-Final

SIG _______________ LOCATION Portland
E. Hoffman Res. Engr.

913

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	6 24
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-26-80

State: Oregon
County: Clackamas
Project Number: HES-26(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 29, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 143,312.00	$ 157,312.00
Federal funds	$ 128,980.00	$ 141,580.00
Other revisions		

This modification is made for the following reasons: To include approved increase for preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26 day of June, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon June 23, 1980

Federal Aid Project
No. HES-26(15)

Pacific Highway East at S.P.T.C. U'xing
Pacific Highway East (Oregon City)
Clackamas County

Revised PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering	All Required		$ 20,000.00

Type Code X030
Highway Lighting (Sta. 56+66.1 to Sta. 82+12.9)

Mobilization	All Required		$ 2,674.00
Temporary Protection and Direction of Traffic	All Required		26,591.00
Temporary Signs	196 Sq. Ft.	4.50	882.00
Temporary Plastic Safety Markers	25 Each	66.00	1,650.00
Sequential Area Signs	2 Each	3,926.00	7,853.00
Flagmen	800 Hour	5.00	4,000.00
Removal of Existing Signs	All Required		228.00
Mast Arm Sign Support	All Required		12,405.00
Structure Mount	All Required		1,707.00
Type "D" Signs	36 Sq. Ft.	32.06	1,154.16
Removal of Existing Illumination	All Required		2,963.00
Pole Foundations	All Required		994.00
Roadway Lighting Pole	All Required		1,836.00
Luminaires and Ballasts	All Required		26,308.00
Switching, Conduit Wiring, Lamps, Etc.	All Required		28,235.00
			$119,480.16

Anticipated Items

Railroad Protective Costs	All Required	$ 1,500.00
	Subtotal	$120,980.16
	Engineering	16,331.84
	Total	$137,312.00

Length of Project ------------- 0.00 Mi.

Oregon State Highway Division
Salem, Oregon June 23, 1980

Federal Aid Project
No. HES-26(15)

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 18,000.00	$ 2,000.00
Highway Lighting	137,312.00	123,580.00	13,732.00
Total	$157,312.00	$141,580.00	$15,732.00

Group 1-100%
Contract No. 9132
Prefix 3-1904
Prefix 3-1016

7132

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO. 6-71

I. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

5-29-80

tate: Oregon

County: Clackamas

Project No.: HES-26(15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E, SPRR U'Xing Oregon City

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-10-79	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	4-16-80	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT: $ 143,312.00

FEDERAL FUNDS: $ 128,980.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G - File

Oregon State Highway Division
Salem, Oregon, May 27, 1980

Federal Aid Project
No. HES-26(15)

Pacific Highway East at S.P.T.C. U'xing
Pacific Highway East (Oregon City)
Clackamas County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,000.00

Type Code X030
Highway Lighting (Sta. 56+66.1 to Sta. 82+12.9)

Mobilization	All Required		$ 2,674.00
Temporary Protection and Direction of Traffic	All Required		26,591.00
Temporary Signs	196 Sq.Ft.	4.50	882.00
Temporary Plastic Safety Markers	25 Each	66.00	1,650.00
Sequential Area Signs	2 Each	3,926.00	7,853.00
Flagmen	800 Hour	5.00	4,000.00
Removal of Existing Signs	All Required		228.00
Mast Arm Sign Support	All Required		12,405.00
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Type "D" Signs	36 Sq.Ft.	32.06	1,154.16
Removal of Existing Illumination	All Required		2,963.00
Pole Foundations	All Required		994.00
Roadway Lighting Pole	All Required		1,836.00
Luminaires and Ballasts	All Required		26,308.00
Switching, Conduit Wiring, Lamps, Etc.	All Required		28,235.00
			$119,480.16

Anticipated Items

Railroad Protective Costs	All Required		1,500.00
	Subtotal		$120,980.16
	Engineering		16,331.84
	Total		$137,312.00

Length of Project - - - - - 0.00 Mi.

Oregon State Highway Division
Salem, Oregon, May 27, 1980

Federal Aid Project
No. HES-26(15)

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000	$ 5,400	$ 600
Highway Lighting	137,312	123,580	13,732
Total	$143,312	$128,980	$14,332

Group 1 - 100%
Contract No. 9132
Prefix 3-1904
Prefix 3-1016

9132

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-26(15)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90158

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 20 '80
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	6/17/80	Primary 26 Primary 1 E

GENERAL LOCATION:

Pacific Highway East at SPTC U'xing (Oregon City)

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 6, 1980 I approve the program change revising the TEC of preliminary engineering costs to $20,000 Federal funds $18,000.

This approval is for period 3/30/79 to 4/16/80 only.

(Increase TEC $14,000 - Federal funds $12,600)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/17/80	G. K.	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975- 631-865

7132

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-26(15)
STATE PROJECT NO. See below
FROM: G. L. Green, Division Administrator
FHWA - Oregon Division
PROGRAM NO.
ITEM NO. 90158
COUNTY NAME Clackamas
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 30 '80
REFER TO [illegible]
FOR
Info | Inves

4/30
Jonie

DATE PS&E APPROVED 4/16/80
DATE AUTHORIZATION EFFECTIVE 4/16/80
FEDERAL ROUTE NUMBER Primary 26
STATE ROUTE NUMBER Primary 1 E

GENERAL LOCATION:

Pacific Highway East at SPTC U'xing (Oregon City)

GENERAL DESCRIPTION OF WORK:

Signing and Illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Railroad Protective Services $1,500
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 4/14/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $167,137 Federal funds $150,423.

A signed copy of the Title Sheet is returned herewith.

DATE 4/16/80
SIGNATURE OF APPROVING OFFICIAL G. K. Housner
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-[illegible]

1E

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3 120 80
Donald L Prout

Apr. 24, 1980
~~December 20, 1979~~ Bid Letting ______________ All Clear Deadline

SECTION Pacific Hwy. E. @ SPTC U'xing
Highway Pacific East
County Clackamas Region 1
Type of Work Sign-Illum Funds HES
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☒	☐	☐	☒	Categ Excl

PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:						
Noise Study	☐	☐	☐	☐	☐	

[illegible]

[illegible]

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 28, 1980

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening February 28, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. HES-26(15)   Highway No. 1 - State

Federal-aid Project Name Pacific Hwy. East at SPTC U'Xing (Oregon City)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

REFERRED TO
Beard ✓ Stoud[illegible]
Cole Sample
Eriksen Watson
Hager D[illegible]
Return Discuss Do File Copy D[illegible]
BY FINAL DESIGN [illegible]

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

1E

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TRA 16-4

TO: D. O. Christensen
Final Design Engineer

DATE: January 24, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing Plans
Pacific Highway East at SPTC Undercrossing
(Oregon City) Section
Pacific Highway East
Clackamas County

REFERRED TO
Beard ✓ Stoudenmeyer DM
Cole Sample
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discard Do File Copy Due
BY FINAL DESIGN ENGINEER

We have reviewed the permanent signing plans for the above-named section and request that the following revisions be made;

1. Station 64+34± Lt. - Remove the sign shown and install a turn left sign (W1-1L-48) with a 25 MPH rider (W13-1-24) on the cantilever. The sign shall be illuminated and have a 12-inch diameter yellow flasher.

2. Station 68+50± Lt. - Add note to remove existing "TUNNEL" sign.

3. Station 69+85± Lt. - Remove the note and "SLOW" sign from the plans.

The work shown at Station 65+80± Lt. and Station 72+46.5 are approved as shown.

By the copy of this letter to W. J. Hart, I am also requesting that some form of illumination upgrading only within the tunnel be examined. Based on the existing accident pattern, only a revision of existing illumination can be justified. The signing indicated above is adequate for the existing conditions.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LEG:ds

cc: J. H. Versteeg
W. J. Hart
E. L. Hardt
M. D. Payne

91-2

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-26(15)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1 ☐ 2

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90158

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 5'79
REFER TO
Maehrenz
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-30-79	Primary 26	Primary 1E

GENERAL LOCATION:

Pacific Hwy. East at SPTC U'Xing (Oregon City) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including Utility & Railroad
☐ OTHER (Specify) preparatory work

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 21, 1979 I concur that timesaving procedures are applicable for this project (FHPM 8-2-3). You are now authorized to proceed with the above work for a TEC of $6,000 with Federal Funds limited to $5,400.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-30-79		for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

March 21, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90158
Project No. HES-26(15)
Pacific Hwy. East @ SPRR U'Xing
(Oregon City) Section
Clackamas County

Attached data consists of PR-1 forms with project maps, project request, collision diagrams, sketch maps and pictures.

We request the following:

1) Concurrence that the project qualifies for the "Timesaving Procedures" enumerated in FHPM 6-8-2-1.

2) Authorization to proceed with all phase of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $6,000 with an obligation of $5,400 in Federal funds.

SRH:dmc
Attachments
cc: L. E. George
E. L. Hardt, Reg. 1
R. M. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro

1980 Portland Traffic Signals 9131
at five locations. (Traffic sig.
installation)

nig cc: OSHD (Coulter) STATE COPY

U.S. DEP[illegible]MENT OF TRANSPORTATION
FEDE[illegible] HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 9-9-82	REPORT MADE BY Thomas P. Lowe, Area Engineer		PROJECT NO. IX-000C(16)
COMPLETION DATE 3-19-81	ACCEPTANCE DATE BY CONTRACT AGENCY 7-7-81	TIME ELAPSED 108 %	CONTRACT TIME 250
APPROVED EXTENSIONS -0-	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. BYBEE BLVD. @ SE. 23rd AVENUE
Traffic Signal Installation

Crosswalk striping and minor curb work recommended in the Final Inspection Report have been completed. The project is now acceptable.

The final cost is $158,000. The original authorization was $170,000.

Liquidated damages of $3,000 have been assessed the contractor for late completion.

RECEIVED
STATE HWY ENGR
SEP 21 '82
REFER TO
Kea[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

noted
[illegible]

RECEIVED
SEP 21 1982

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE Thomas P. Lowe		SIGNATURE Original Signed by G. K. [illegible] Field Operations Engineer Glenn K. Hossner	
TITLE Area Engineer	DATE 9-9-82	TITLE Field Operations Engineer	DATE 9/20/82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9131

July 24, 1981

Great American Insurance Companies
P. O. Box 21109
Seattle, WA 98111

CON 5
#9131

Attention: Cindy K. Seaberg
Bond Department

Gentlemen:

As requested in your letter of July 21, the final contract price on Contract No. 9131 with Ajax Electric Company for the Portland Traffic Signals Project is $139,691.00.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas

GREAT AMERICAN INSURANCE COMPANIES
A Subsidiary of American Financial Corporation

July 21, 1981

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attn: Mr. Robert W. Gormsen

RE: Ajax Electric Company
Con 5 #9131
Bond No. 207 75 45

Dear Mr. Gormsen,

In your letter to us dated July 10, 1981 concerning the above captioned contractor, you had given us closing information for our file. Please provide a final contract price for this job and forward it on to us. Enclosed is a self-addressed envelope for your convenience. Thank you for your help on this matter.

Very Truly,

Cindy K. Seaberg

Cindy K. Seaberg
Bond Department

FOURTH AND VINE BUILDING, P.O. BOX 21109, SEATTLE, WASHINGTON 98111, TEL. (206) 682-5858

9131

July 16, 1981

Great American Insurance Company
Pacific NW Regional Office
P. O. Box 21109
Seattle, WA 98111

CON 5
#9131

Gentlemen:

On July 10, 1981, we wrote to you concerning release of final payment on Contract No. 9131 awarded to Ajax Electric Co. for traffic signals at 5 locations in Portland, Multnomah County.

Final payment on this contract is $2,996 and the total contract amount is $139,691. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Ajax Electric Co.
5940 N.E. 45th
Portland, OR 97218

bc: C. T. Keasey
Walt Hart
E. L. Hardt

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Paul Bros., Inc. No. 8781	Cow Creek Safety Rest Area Douglas County	June 5, 1981
Dales Sand & Gravel Co., Inc. No. 9096	Scholls Hwy. @ Allen Blvd. (Beaverton) Washington County	June 5, 1981
R. L. Coats No. 9028	Plainview Rd.-Deschutes River Deschutes County	June 8, 1981
Oceanlake Paving Co. No. 8969	Port Drive (Depoe Bay) Lincoln County	June 12, 1981
Salem Road & Driveway Company No. 9138	Silverton Rd. NE & Lana Ave. (Salem) Marion County	June 16, 1981
Western Const., Inc. No. 8880	Brogan Hill-Brogan Malheur County	June 17, 1981
Weaver Construction Co. No. 9114	Wenaha River (Troy) Bridge Wallowa County	June 18, 1981
Hamilton Construction Co. No. 8989	Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs.	June 19, 1981
J. C. Compton Co. No. 9133	W. Cascade Locks Intchge.-Herman Creek, Hood River Co.	June 19, 1981
Tice Electric Co. No. 9154	Sandy Blvd. @ 50th & 70th Aves. Multnomah County	June 25, 1981
Hansen Electric Co., Inc. No. 9168	Oregon Coast Hwy. @ N. 22nd St. (Lincoln City) Lincoln County	June 25, 1981
Stach Construction Co. No. 9206	"D" Canal (6th St.) Bridge Klamath County	June 25, 1981
Roy L. Houck Construction Co. No. 8882	Pine St. NE-Academy St. NE (Salem) Marion County	July 7, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Ajax Electric Co. No. 9131	Portland Traffic Signals @ 5 Locations Multnomah County	July 7, 1981
Weaver Construction Co. No. 9231	Pine Creek (Main St.) Bridge Umatilla County	July 7, 1981
Platt-Kozowski Corp. No. 8919	Applegate River Bridge Josephine County	July 7, 1981

July 13, 1981 Keasey
C. T. Keasey
Asst. State Highway Engineer

1131

2

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Portland

WEEK ENDING: March 21, 1981

SECTION PREFIX: 326-1027

HIGHWAY: City Streets

COUNTY: Multnomah

NAME OF JOB: Portland Traffic Signals at 5 locations

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Ajax Electric Co.

CONTRACT NUMBER: 9131

FEDERAL AID PROJECT NUMBER: IX-000C (16)

DATE OF CONTRACT: June 23, 1980

DATE WORK STARTED: September 15, 1980

ESTIMATED COMPLETION DATE: March 18, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 1
SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 250

CALENDAR DAYS USED: 270

PROJECT AUTHORIZATION: $ 170,268.16

SPECIFIED COMPLETION DATE: February 27, 1981

PERCENT OF TIME ELAPSED: 100.08%

EXCLUSIVE OF ENGINEERING: $ 156,766.72

ENGINEERING AUTHORIZATION: $ 13,501.44

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 156,766.72

ENGINEERING COST TO DATE: $ 9,103.25

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: .013 %

PERCENT OF AUTHORIZATION: 67 %

DATE PROJECT WAS COMPLETED: March 19, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

Intersection ~~BRIDGE NO.~~	SE 92nd & Harold	NE 82nd & Mad. Hi	W Burnside & 12th	N Portland & Missouri	N Portland &Montana		
PERCENT	100	100	100	100	100		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	53° Rain	1		
MONDAY	57° Ptly Cldy	1		
TUESDAY	60° Clear	1		
WEDNESDAY	58° Cloudy	1		
THURSDAY	59° Cloudy	1		
FRIDAY				
SATURDAY				

K
RECEIVED
MAR 26 1981
CONSTRUCTION
BRANCH

Williams
Johnson
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

March 15 SUNDAY	NO ACTIVITY
March 16 MONDAY	W. Burnside & 12th: Installed and wired controller. NE 82nd & Madison High School: Installed and wired controller.
March 17 TUESDAY	N Portland Blvd. & Missouri: Installed and wired controller. N Portland Blvd. & Montana: Installed and wired controller. SE 92nd & Haorld: Installed and wired controller.
March 18 WEDNESDAY	Programmed all controllers (5) and turned on new installation at NE 82nd and Madison High School and at SE 92nd and Harold. The 2 signals on Portland Blvd. could not be turned on because stop line and crosswalks not yet painted.
March 19 THURSDAY	Tested and ran controller at W. Burnside and 12th and shut down awaiting stop line and crosswalk painting. Project is complete as far as contractor is concerned.
March 20 FRIDAY	
March 21 SATURDAY	

REMARKS

Contract work completed March 19, 1981. This is the final weekly report.

SIGNED Don Burdette LOCATION Portland
Don Burdette

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-44 ~~[illegible]~~	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6 16 80	State: Oregon County: Multnomah Project No.: IX-000C(16)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Portland Traffic Signals at 5 locations

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-24-80	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT $ 225,000.00	FEDERAL FUNDS $ 191,250.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Oregon State Highway Division
Salem, Oregon, May 23, 1980

Federal-Aid Project
No. IX-000C(16)

PORTLAND TRAFFIC SIGNALS AT 5 LOCATIONS
PORTLAND CITY STREETS
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code Y031
Traffic Signals (N. Portland at Montana) (N. Portland at Missouri)
(W. Burnside at 12th) (N.E. 82nd at Madison High School) (S.E. 92nd at Harold)

Temporary Protection and Direction of Traffic	All	Required		$ 2,500.00
Temporary Signs	290	Sq.Ft.	5.00	1,450.00
Flagmen	160	Hour	19.00	3,040.00
Traffic Signal Installation, Complete	All	Required		138,451.00
		Subtotal		$145,441.00
		Engineering		15,059.00
		Engineering (Signal Controller Testing)		4,575.00
		Total		$165,075.00

Length of Project . . . . 0.00 Mile

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Signals	$165,075	$140,313	$14,857	$ 9,905
Reserve	59,925	50,937	5,393	3,595
Totals	$225,000	$191,250	$20,250	$13,500

Group 1	100%
Contract No.	9131
Prefix:	326-1970
Prefix:	326-1027

4131 4-16-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -000C(16)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90081

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 30 '80
REFER TO Machney
FOR

Info	Inves	R/D	D/R	Sign	Att	File

4/30 orig

DATE PS&E APPROVED 3-24-80

DATE AUTHORIZATION EFFECTIVE 4-16-80

FEDERAL ROUTE NUMBER Various

STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

Portland Traffic Signals at five locations

GENERAL DESCRIPTION OF WORK:

Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 4-14-80 request and certifying statements are accepted. Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $225,000, Federal Funds $191,250.

A signed copy of the Title Sheet is returned herewith.

DATE 4-16-80

SIGNATURE OF APPROVING OFFICIAL D. K. H

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978 631 855

9131

April 1[illegible], 1[illegible]

The Honorable Victor Atiyeh
Governor of Oregon
[illegible] State Capitol
Salem, OR 97310

[illegible]

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested that I keep you informed quarterly [illegible] projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urban areas [illegible] submitted to the Federal Highway Administration during the months of December 1979 through March 1980 are the following:

A. Portland

1) Arterial Street Light Conversion Program (Portland)
2) Greeley Ave./I-5 Interchange Sec.
3) [illegible] Kittridge St. - [illegible] Sec.
4) Westside Corridor Project (Interim [illegible])
5) Portland Traffic Signals [illegible] Locations
6) SE 122nd Ave.-Birdsdale Ave. (Gresham) Sec.
7) Ross Island Br.-Clackamas Hwy. Sec.
8) Powell Butte/Mt. Scott Study Area (Portland) Sec.
9) N. Columbia Blvd. [illegible] N. Portland [illegible] (Portland) Sec.
10) W. Burnside St. - SW Tichner St. (Portland) Sec.
11) SE Portland Signal Modifications - 1[illegible] Locations
12) NE Sandy Blvd. - 50th Ave. - 70th Ave. (Portland) Sec.
13) Arterial St. (Portland) Overlay Program

B. Salem

1) Pine St.-Division St. (Salem) Sec.

Note: There were no projects submitted [illegible] Portland or Salem urban areas for the [illegible].

The criteria used to select these projects [illegible] region's transportation planning process which embodies a continuing, cooperative, comprehensive approach. The projects are included in the [illegible] Transportation Improvement Program.

[illegible]

JLG: jv
bc: R.S. Coulter
L.W. Rulien
D.H. Moehring E.S. Hunter
R.H. Rothman C.O. Fredrickson

9131

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: X-000C(16)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90081

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 3 '80
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3/24/80	3/24/80	Various
		STATE ROUTE NUMBER
		City Streets

GENERAL LOCATION:

Portland Traffic Signals at five locations

GENERAL DESCRIPTION OF WORK:

Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 2/20/80 letter you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a TEC of $225,000 with Federal participation limited to $191,250.

(Advice dated 3/20/80)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/24/80	G K	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 1975

February 13, 19[illegible]

[illegible] 21-[illegible]

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds		
Project	Work	Federal	State	Local
Portland traffic signals [illegible] locations	Const.	$[illegible]	[illegible]	$13,[illegible]

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,
s/ Fred Miller
for

F. B. Klaboe
Director

cc Metropolitan Service District

JLG:bke jv

bc: H. S. Coulter Bob Bothman D. H. Moehring

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN. OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-000C(13)

STATE P.. JECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90081

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-11-79

FEDERAL ROUTE NUMBER Various FAU Routes

STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

Portland Traffic Signals at 5 Locations

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION including utility preparatory work
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-3-79, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, para. 10E. You are now authorized to proceed with the work as shown above for a TEC of $12,000 with Federal participation limited to $10,570.

Swan
1-16

DATE 1-11-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 21, 1978

TO H. S. Coulter
Highway Engineer

FROM Gerald W. Wimer
Local Government Manager

SUBJECT Proposed Urban System Project

The City of Portland is requesting a $180,000 project to install traffic signals at five locations: 1) N. Portland Blvd. and Montana Ave., 2) N. Portland Blvd. and Missouri Ave., 3) W. Burnside St. and 12th Ave., 4) N.E. 82nd Ave. at Madison High School, and 5) S.E. 92nd Ave. and Harold Street. City will perform preliminary engineering. State will supervise construction of the project. The location of the five intersections is indicated on the attached sketch. In summary:

Jurisdiction	Section	Total Estimated Cost	Federal Funds	State Share
Portland	Traffic Signals @ 5 Locations (Portland)	$180,000	$158,400	$10,800

The Metropolitan Branch and this office investigated the proposed project confirming its validity and financing under the Urban System Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

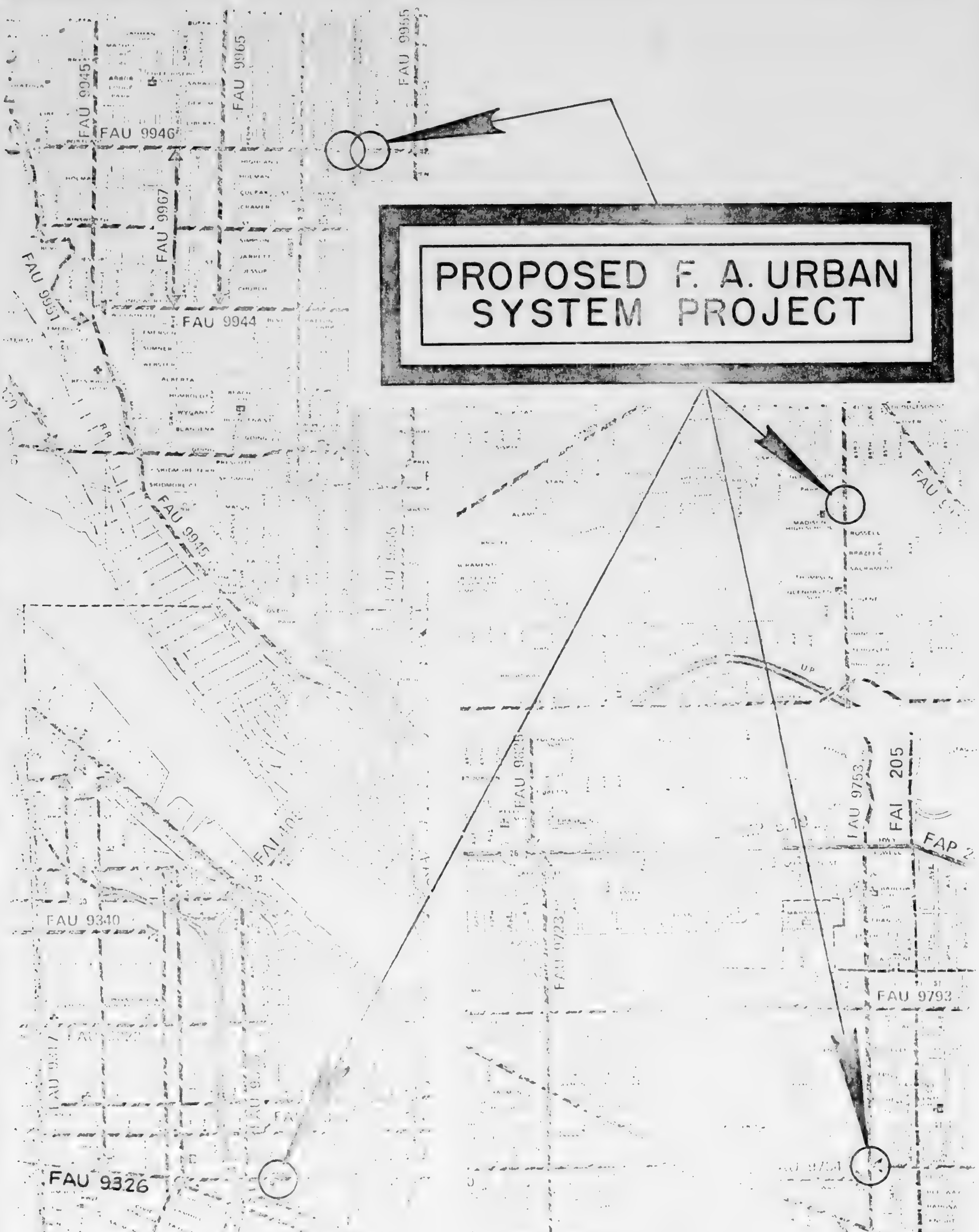
State Highway Engineer

Date 12-21-78

GEZ:dmc

Attachment

cc: C. W. Head
G. W. Wimer



PROPOSED F. A. URBAN SYSTEM PROJECT

FAU 9945
FAU 9965
FAU 9955
FAU 9946
FAU 9967
FAU 9951
FAU 9944
FAU 9945
UP
FAU 9753
FAI 205
FAP 2
FAU 9723
FAU 9340
FAU 9793
FAU 9326
MADISON HIGH SCHOOL

1980 W. Cascade Locks Intch.- 9133
Herman Creek Sec. of the Columbia
River Hwy. (Base & pav.)

nig cc: OSHD (ulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Hood River	DIVISION Oregon
DATE OF REPORT 1-24-83	REPORT MADE BY W. M. Herron, Engr Trainee, for Thomas P. Lowe, Area Engr		PROJECT NO. IR-84-2(61)41
COMPLETION DATE 7-30-80	ACCEPTANCE DATE BY CONTRACT AGENCY 6-19-81	TIME ELAPSED 61/150= 41 %	CONTRACT TIME 150 CD
APPROVED EXTENSIONS --	LOCATION W. Cascade Locks Interchange - Herman Creek		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

W. CASCADE LOCKS INTERCHANGE - HERMAN CREEK
COLUMBIA RIVER HIGHWAY
Deck Seals

The work, which consisted of A.C. removal on five structures, installation of a waterproofing membrane, excavating and treating bridge end approaches, and overlaying with A.C. the affected areas, was reviewed in the field.

Contract time was completed within the allowable time.

The final estimated cost of $578,600 overran the original authorization of $575,000 by 1 percent.

There were no significant materials problems.

The contract work was performed in accordance with contract requirements.

--- WMH ---

RECEIVED
STATE HWY ENGR
FEB 3 '83
REFER TO
FOR
Info Invest R/D D/R Sign Act File

2/4

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by Thomas P. Lowe		SIGNATURE Glenn K. Hossner	
TITLE Area Engineer	DATE 1-24-83	TITLE Field Operations Engr	DATE 2/2/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 4-136		County Hood River
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number IR-84-2(61)41
MODIFICATION NUMBER 1	14, 1982	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 575,036.00	$ 580,700.00
Federal funds	$ 506,894.00	$ 511,887.00
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of April, 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

PROGRAM MANAGEMENT ENGINEER
(Title)

~~By~~ FOR: H.S. COULTER, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE F. WILKEN

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 12, 1982

Federal-Aid Project
No. IR-84-2(61)41

W. Cascade Locks Inter.-Herman Cr. Section
Columbia River Highway
Hood River County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X221
Bridge Deck Overlay at 6 Structures
(Sta. 1886+25 to Sta. 189+40)(Sta. 1899+40 to Sta. 1906+70)
(Sta. 1923+90 to Sta. 1932+45)(Sta. 1958+75 to Sta. 1966+35)
(Sta. 232+90 to Sta. 234+15)

Subtotal of previous estimate of May 27, 1980	$506,640.00
SUBTOTAL	$506,640.00
Engineering	74,060.00
TOTAL	$580,700.00

Length of Project -------------- 0.563

Federal Funds ------------------	$511,887.00
State Funds --------------------	68,813.00
TOTAL	$580,700.00

Group 1 100%
Contract No. 9133
Prefix: 614-149b
Prefix: 614-1091

OMB No. 04-R2089

9133

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-61	I. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	tate Oregon County Hood River Project No. IR-84-2(61)41

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-84, WCL Cascade Locks east 2.5 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-16-80	0.563
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 575,036.00	$ 506,894.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

5 - F[illegible]

Oregon State Highway Division
Salem, Oregon, May 27, 1980

Federal Aid Project
No. IR-84-2(61)41

W. Cascade Locks Inter. - Herman Cr. Section
Columbia River Highway
Hood River County

Project Agreement Estimate.

Type Code X221
Bride Deck Overlay at 6 Structures
(Sta. 1886+35 to Sta. 189+40) (Sta. 1899+40 to Sta. 1906+70)
(Sta. 1923+90 to Sta. 1932+45) (Sta. 1958+75 + Sta. 1966+35)
(Sta. 232+90 to Sta. 234+15)

Mobilization	All	Required		$ 26,000.00
Temporary Protection and Direction of Traffic	All	Required		10,000.00
Temporary Signs	450	Sq.Ft.	4.00	1,800.00
Temporary Barricades	12	Each	50.00	600.00
Temporary Plastic Safety Markers	50	Each	50.00	2,500.00
Flagmen	400	Hour	23.00	9,200.00
Sequential Arrow Signs	2	Each	2,500.00	5,000.00
Removal of Pavement	20,000	Sq.Yd.	4.70	94,000.00
Reshaping of Shoulders	0.30	Mile	2,500.00	750.00
Aggregate Base	1,400	Ton	7.70	10,780.00
Cement Treated Base	10,000	Sq.Yd.	7.40	74,000.00
Cement for Treated Base	500	Ton	80.00	40,000.00
Class "B" Asphalt Concrete Mixture	4,600	Ton	29.00	133,400.00
Asphalt Cement in Mixture	300	Ton	185.00	55,500.00
Raise Deck Joints	150	Lin.Ft.	125.00	18,750.00
Asphalt Membrane	7,600	Sq.Yd.	2.85	21,660.00
				$503,940.00

Anticipated Items

Permanent Pavement Striping	$ 1,350.00
Temporary Pavement Striping	1,350.00
	$ 2,700.00
Subtotal	$506,640.00
Engineering	68,396.00
Total	$575,036.00

Length of Project - - - - - - - - - - - 0.563 mi.

Federal Funds (88.15%)	$506,894
State Funds	68,142
Total	$575,036

Group 1 100%
Contract No. 9133
Prefix 614-1496
Prefix 614-1091

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Paul Bros., Inc. No. 8781	Cow Creek Safety Rest Area Douglas County	June 5, 1981
Dales Sand & Gravel Co., Inc. No. 9096	Scholls Hwy. @ Allen Blvd. (Beaverton) Washington County	June 5, 1981
R. L. Coats No. 9028	Plainview Rd.-Deschutes River Deschutes County	June 8, 1981
Oceanlake Paving Co. No. 8969	Port Drive (Depoe Bay) Lincoln County	June 12, 1981
Salem Road & Driveway Company No. 9138	Silverton Rd. NE & Lana Ave. (Salem) Marion County	June 16, 1981
Western Const., Inc. No. 8880	Brogan Hill-Brogan Malheur County	June 17, 1981
Weaver Construction Co. No. 9114	Wenaha River (Troy) Bridge Wallowa County	June 18, 1981
Hamilton Construction Co. No. 8989	Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs.	June 19, 1981
J. C. Compton Co. No. 9133	W. Cascade Locks Intchge.-Herman Creek, Hood River Co.	June 19, 1981
Tice Electric Co. No. 9154	Sandy Blvd. @ 50th & 70th Aves. Multnomah County	June 25, 1981
Hansen Electric Co., Inc. No. 9168	Oregon Coast Hwy. @ N. 22nd St. (Lincoln City) Lincoln County	June 25, 1981
Stach Construction Co. No. 9206	"D" Canal (6th St.) Bridge Klamath County	June 25, 1981
Roy L. Houck Construction Co. No. 8882	Pine St. NE-Academy St. NE (Salem) Marion County	July 7, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Ajax Electric Co. No. 9131	Portland Traffic Signals @ 5 Locations Multnomah County	July 7, 1981
Weaver Construction Co. No. 9231	Pine Creek (Main St.) Bridge Umatilla County	July 7, 1981
Platt-Kozowski Corp. No. 8919	Applegate River Bridge Josephine County	July 7, 1981

July 13, 1981 CT Keasey
C. T. Keasey
Asst. State Highway Engineer

#9133

June 25, 1981

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

CON 5
#9133

Gentlemen:

Contract No. 9133 awarded to J. C. Compton Co. for work on the W. Cascade Locks Interchange-Herman Creek Section of the Columbia River Highway in Hood River County was completed on April 1, 1981 and accepted by the State Highway Division on June 19, 1981.

Final payment in the amount of $985.17 will be released to the contractor after June 30, 1981. The total contract amount is $530,721.90 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

7133

281

Roy T. Heinz
Resident Engineer
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

October 9, 1980

W. Cascade Locks Interchange-
Herman Creek Section
Hood River Highway
Hood River County

Your as constructed narrative report for the project contained remarks on pavement removal and cement treated base work of considerable interest to me. We had tried to anticipate the kind of equipment that might be used and the problems that might occur. It appears the work was done about as we anticipated and with little or no problem.

The treatment of existing surfacings, in place with cement, seems to have many advantages.

FE:ab
cc: E. L. Hardt

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: W. Cascade Locks Intchge-Herman Creek

WEEK ENDING: 9-27-80

SECTION PREFIX: 614-1091

HIGHWAY: Columbia River

COUNTY: Hood River

NAME OF JOB: W. Cascade Locks Intchge-Herman Creek

KIND OF WORK: Base and Paving

CONTRACTOR: J. C. Compton Company

CONTRACT NUMBER: 9133

FEDERAL AID PROJECT NUMBER: IR-84-2(61)41

DATE OF CONTRACT: May 16,1980

DATE WORK STARTED: May 30,1980

COMPLETION DATE: July 30,1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 150

WORK DAYS USED

CALENDAR DAYS USED 61

SPECIFIED COMPLETION DATE -

PERCENT OF TIME ELAPSED 41

PROJECT AUTHORIZATION: $ 575,036

EXCLUSIVE OF ENGINEERING: $ 529,439

ENGINEERING AUTHORIZATION $ 45,598

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 533,934

ENGINEERING COST TO DATE $ 38,300

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN 1 %

PERCENT OF AUTHORIZATION 84 %

DATE PROJECT WAS COMPLETED: July 30,1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
-	-	-	-	100	-		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.55		0.55	0.55
MILES PARTIALLY COMPLETED		0		0	0
MILES COMPLETED		0.55		0.55	0.55
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,400 T		10,000 SY	4,600 T
TOTAL QUANTITIES CORRECTED TO DATE		83 T		13,238 SY	4,972 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		83 T		13,238 SY	4,972 T
AVERAGE DAILY QUANTITIES		0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0		0	0
NUMBER OF SHIFTS PER DAY		0			
HOURS PER SHIFT		0			

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	N/A							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	21	Cloudy	0	0	Contract work complete.
MONDAY	22	Fair	0	0	
TUESDAY	23	Cloudy AM;Fair PM	0	0	
WEDNESDAY	24	Fair	0	0	
THURSDAY	25	Fair	0	0	
FRIDAY	26	Cloudy	0	0	
SATURDAY	27	-	0	0	

RECEIVED
SEP 29 1980
CONSTRUCTION
[illegible]
Richards
Gerace
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Sept 21	No activity this week.
MONDAY Sept 22	
TUESDAY Sept 23	
WEDNESDAY Sept 24	
THURSDAY Sept 25	
FRIDAY Sept 26	
SATURDAY Sept 27	

REMARKS

Summary: Semi final estimate submitted to Region 9-23-80. Final weekly report.

SIGNED Roy T. Heinz LOCATION

Roy T. Heinz, Res. Eng'r Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9133

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IR-84-2(61)41

STATE PROJECT NO. see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00082

COUNTY NAME Hood River

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 30 '80
REFER TO Moehring
FOR

4/30
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4/16/80	4/16/80	Interstate 84
		STATE ROUTE NUMBER Primary 2

GENERAL LOCATION:

West Cascade Locks Interchange - Herman Creek Section

GENERAL DESCRIPTION OF WORK:

Bridge Restoration and Rehabilitation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Permanent pavement striping
S.F. $1,350
Temporary pavement striping
S.F. $1,350

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 4/14/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $537,876 Federal funds $496,029.

A singed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/16/80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-058

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

March 26, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: PS&E Data Submission
Item No. 00082
Project No. IR-84-2(61)41
W. Cascade Locks Interchange-Herman Creek

We are forwarding documentation for PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on April 24, 1980 but request PS&E approval and authorization to proceed with actions necessary to advance the physical construction at this time. Right-of-way, Utility, Environmental Certification and other status reports will be submitted at the time we request advertising authorization.

Federal Funds (88.15%)	$496,029
State Funds	41,847
Total Cost	$537,876

DAR:bke
Attachments
cc: E.S. Hunter
W.J. Hart
J.H. Versteeg

MAR 27 '80
REFER TO
FOR

7-8

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/20/80
Donald L Rout

April 24, 1980 Bid Letting ____ All Clear Deadline

SECTION WCL Cascade Locks-Herman Cr.
Highway Columbia River
County Hood River Region I
Type of Work 5 Br, Deck-G-P-Patch Funds RRR
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☒	☐	☐	☒	Categ Excl

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☒	☐	☐	☐	☐
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☒	☐	☐	☐	☐

1980 Hart Lake Bridges Sec. 9134
on County Rd. No. 3-12 approx. 45
mi. NE of Lakeview. (Gr. & struc.)

C&A	6712	1-11-79
C&A	6712	10-24-78
C&A	7005	8-27-79

C. 1973

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO. CC-81-55	YOUR ORDER NO.	CREDIT DISTRIBUTION 519-1925-297 519-1059-297

BILL TO: Code:

Lake County
Courthouse
Lakeview, Oregon 97630
Attn: Hon. George Carlon, Comm.

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Hart Lake Bridges (5). This is an FAS-C Project #RS-B329(2).			

County Advance Deposit	$12,090.00
County Share of Costs	11,401.15
REFUND DUE COUNTY	$ 688.85

(Please send copy of itemized statement with billing.)

Advance Deposit Amount	890.00 $ 11,200.00
Advance Deposit Previously Transferred to Highway Fund	$ 9,090.00
Balance	3000.00 $ ~~3,200.00~~
Transfer to Highway Fund	2311.15 $ ~~2,511.15~~
Refund Due	$ 688.85

Amount Due . . . . . . $

Submitted by:
Harold Reynoldson
HAL REYNOLDSON

Partial or final request for billing FINAL

Approved:
D.E. SWAN

Number of the previous request in connection with this service. CC 1973, CC 2054

SP*35736-7-4

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 11-6-81

COUNTY Lake **Contract No.** 9134 **Date Completed** Oct. 15, 1980

PROJECT # RS-B329(2) **Section** Hart Lake Bridges (5)

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
P.E. -	State (Fed. Part.)	$ 15,624.33
	Less Free Bridge Design	1,774.24
		$ 13,850.09

Federal Funds Collected -------- $12,208.86

Construction

Payment & Contractor (Fed. Part.)	$156,745.95
Engineering	19,789.90
	$176,535.85

Interest Paid to Contractor (Non part.)	$ 128.72
Engineering	14.14
P.E.	11.48

Federal Funds Collected for Const.-$155,669.31

County Share of Costs

1/2($13,850.09-$12,208.86+$176,535.85-$155,669.31+$14.14)
+128.72+11.48 = $11,401.15

County Advance Deposit ------------$ 12,090.00
Less County Share of Costs -------- 11,401.15

REFUND DUE COUNTY $ 688.85

Reference: Billing Form CC 81-55

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	HART LAKE BRIDGES SECTION County Road in Lake County					
	Construction Type Code X080 Structure No. 16401, 16402, 16403, 16404 and 16405					
	Formal Contract Payment Summary	Lump	Sum		$156,745.95	
	Construction Engineering					
	State	All	Required		19,789.90	
	Total Participating Cost				$176,535.85	
	Nonparticipating					
	Interest on Final Payment	All	Required		128.78	
	Total Project Cost				$176,664.63	
	Prepared based on Participating Costs as showw on Federal Billing as of 8/20/81.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. RS-B329(2)

VOUCHER PERIOD From: 4/16/80 To: 5/4/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$176,664.57	$176,535.85	88.18%	$155,669.31	$155,669.31	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.L. Skoog, Controller	8/12/81

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Hart Lake Bridge Replacements **Lake County**					
	Preliminary Engineering Type Code P.E. State	All Required			$15,624.33	
	Total Participating Costs				$15,624.33	
	Total Project Costs				$15,624.33	
	Free Br Design				1774.24 13,850.09	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/31/80.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-B329(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-4-79 To: 4-22-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$15,624.33	$15,624.33	88.15%	$13,772.85	$13,772.85	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	9-17-80

1774.24 x 88.15% = 1,563.99

0.00

$ 13,772.85
1 563.99
$ 12,208.86

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
               519   1924    913    00 P 1                                                  107.94
               519   1924    914    00 P 1                                                   99.48
               519   1924    918    00 P 1                                                   54.19
               519   1924    920    00 P 1                                                   68.48
               519   1924    921    00 P 1                                                  999.52
               519   1924    922    00 P 1                                                  352.42
               519   1924    923    00 P 1                                                2,711.29
                             TOT    P1                                         .81CR     22,588.07
                             TOT    N1                          .05CR          .85CR        200.12
                          ** JOB TOTALS **                      .05CR**       1.66CR**   22,788.19  **

0016490001063081 CONT NO 0000   FA PROJ NOS RS  329001 100                                           STATE
               519   1925    296    00 N 9                               3,052.85CR      14,462.85CR
               519   1925    297    00 N 9                                                  690.00
               519   1925    298    00 N 9                               3,052.85        13,772.85
               519   1925    901    00 P 1                                                4,526.95
               519   1925    901    00 N 1                                  11.48            11.48
               519   1925    905    00 P 1                                                2,490.46
               519   1925    906    00 P 1                                                2,626.73
               519   1925    910    00 P 1                                                   79.33
               519   1925    912    00 P 1                                                    9.51
               519   1925    918    00 P 1                                                1,647.67
               519   1925    920    00 P 1                                                  117.69
               519   1925    921    00 P 1                                                1,108.42
               519   1925    922    00 P 1                                                   17.36
               519   1925    923    00 P 1                                                  102.16
TOTAL TO DATE JOB COST SUMMARY                                           JUNE 1981        PAGE  898

                                                                          FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX     FUNCTION   GR  CURRENT MONTH  YEAR TO DATE     TO DATE
                                519   1925    926     00 P 1                                1,123.81
                                519   1925    927     00 P 1                                1,774.24
                                              TOT     P1                                   15,624.33
                                              TOT     N1                        11.48          11.48
                                           ** JOB TOTALS **         **          11.48  **  15,635.81  **

          0016490000063081 CONT NO        FA PROJ NOS RS  464001 100                                  STATE
                                520   1901    296     00 N 9                   146.73CR     1,919.91CR
                                520   1901    297     00 N 9                   146.73         146.73
                                520   1901    298     00 N 9                                1,773.18
                                520   1901    901     00 P 1                                  129.61
                                520   1901    904     00 P 1                                  384.35
                                520   1901    905     00 P 1                                  175.70
                                520   1901    906     00 P 1                                  371.29
                                520   1901    910     00 P 1                                   50.48
                                520   1901    911     00 P 1                                  122.72
                                520   1901    914     00 P 1                                  143.28
                                520   1901    920     00 P 1                                   49.94
                                520   1901    921     00 P 1                                  523.19
                                520   1901    923     00 P 1                                   85.40
                                520   1901    926     00 P 1                                   30.68
                                              TOT     P1                                    2,066.64
                                           ** JOB TOTALS **         **                 **   2,066.64  **

          0016490000063081 CONT NO        FA PROJ NOS RPS 472001 100                                  STATE
                                520   1903    296     00 N 9                   174.78CR     1,690.22CR
                                520   1903    298     00 N 9                                1,515.44
                                520   1903    299     00 N 9                   174.78         174.78
                                520   1903    901     00 P 1                                1,612.66
                                520   1903    905     00 P 1                                   71.16
                                520   1903    915     00 N 1                                    6.40
                                              TOT     P1                                    1,683.82
                                              TOT     N1                                        6.40
                                           ** JOB TOTALS **         **                 **   1,690.22  **
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Hart Lake Br's

Free Bridge Design

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                          519  1057   920     00 P 1                                                 [illegible]     79   [illegible]
                          519  1057   945     00 P 1                                                 49.54     81   81
                          519  1057   948     00 N 1      14.14                14.14                 14.14     81   81
                                      TOT     P1                                                318,[illegible].74
                                      TOT     N1          14.14                14.14                 [illegible].57
                                   ** JOB TOTALS **       14.14   **           14.14   **       318,572.31  **

HART LAKE BRIDGES          CONT NO 9134 * FA PROJ NOS RS  329002 100                                           STATE
                          519  1059   201     00 P 1                                            156,7[illegible].95     80   81
                          519  1059   206     00 N 1                                                 [illegible].72     81   81
                          519  1059   296     00 N 9      52.96CR              52.96CR          164,[illegible].31CR   80   81
                          519  1059   297     00 N 9                                              8,[illegible].00     81   81
                          519  1059   298     00 N 9      52.96                52.96            155,[illegible].31     80   81
                          519  1059   900     00 P 1                                             19,5[illegible].47     80   81
                          519  1059   920     00 P 1                                                 79.76     80   80
                          519  1059   945     00 P 1                                                183.67     81   81
                          519  1059   948     00 N 1      14.14                14.14                 14 14     81   81
                                      TOT     P1                                                176,535.85
                                      TOT     N1          14.14                14.14                142.86
                                   ** JOB TOTALS **       14.14   **           14.14   **       176,678.71  **

MUDDY CK BR N OF COBURG    CONT NO 8617 * FA PROJ NOS RS  436002 100                                           STATE
                          520  1001   201     00 P 1                                            132,641.35     78   79
                          520  1001   201     00 N 1                                              1,342.56     79   79
                          520  1001   296     00 N 9        .72CR                .72CR          124,476.13CR   78   81
                          520  1001   298     00 N 9        .72                  .72            124,476.13     78   81




TOTAL TO DATE JOB COST SUMMARY                                    AUGUST 1981         PAGE  212

                                                                        FISCAL         GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX   FUNCTION  GR  CURRENT MONTH    YEAR TO DATE        TO DATE      BEG   END
                          520  1001   900     00 P 1        .84                  .84             11,[illegible].46     77   81
                          520  1001   900     00 N 1                                                 [illegible].11     78   78
                          520  1001   915     00 P 1                                                5[illegible].00     80   81
                          520  1001   948     00 P 1                                                  6.[illegible]     81   81
                                      TOT     P1            .84                  .84            145,077.07
                                      TOT     N1                                               1,372.67
                                   ** JOB TOTALS **         .84   **             .84   **       146,449.74  **

 CAMP CRK RD BR SEC CAMP CR RD CONT NO 8870 * FA PROJ NOS RS  463001 100                                      STATE
                          520  1022   201     00 P 1                                            185,214.19     79   80
                          520  1022   206     00 N 1                                                 [illegible].93     80   80
                          520  1022   296     00 N 9                          1,811.68CR        179,[illegible]CR     79   81
                          520  1022   297     00 N 9                          1,811.68           11,[illegible].63     79   81
                          520  1022   298     00 N 9                                            167,[illegible].04     79   81
                          520  1022   900     00 P 1                                              5,1[illegible].14     79   80
                          520  1022   900     00 N 1                                                  6.[illegible]     79   79
                          520  1022   920     00 P 1                                                 [illegible]     79   79
```

January 16, 1981

Fireman's Fund Insurance Company
Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9134

Gentlemen:

On January 5, 1981, we wrote to you concerning release of final payment on Contract No. 9134 awarded to Stach Construction Company for the Hart Lake Bridges on FAS B329 in Lake County.

Final payment on this contract is $9,194.28 and the total contract amount is $156,745.95. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Stach Construction Company
P. O. Box 730
Grants Pass, OR 97526

Fireman's Fund Insurance Company
921 S.W. Washington
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
Dale Allen

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9072	SE 132nd Ave.-SE 142nd Ave. Clackamas County	December 12, 1980
Ray Wells, Inc. No. 9169	Yachats (7th St.) Lincoln County	December 12, 1980
Hensel Phelps Construction Co. No. 8519	S. Banfield Intchge.(NE Halsey St. U'Xing & Banfield Freeway O'Xing.) Multnomah County	December 16, 1980
Hamilton Electric Inc. No. 9068	SE Powell Blvd. @ SE 122nd Ave. Multnomah County	December 16, 1980
Wildish Corvallis Const. Co. No. 9113	Court Way W.-Jackson St. W. (Monmouth) Polk County	December 22, 1980
Clarke Electric Co. No. 8851	S. 3rd St.@ Wilson Ave. (Bend) Deschutes County	December 24, 1980
Western Construction Co. No. 9141	Jordan Valley-Idaho State Line Malheur County	December 30, 1980
Stach Construction Co. No. 9134	Hart Lake Bridges Lake County	December 30, 1980
Douglas S. Coats, Inc. No. 9135	Greenwood St.-Alamo St.(Enterprise) Wallowa County	January 9, 1981
Cascade Const. Co., Inc. No. 8992	SE Crystal Springs Blvd.-SE Glenwood St. Multnomah County	January 13, 1981

January 14, 1981

CT Keasey

C. T. Keasey
Asst. State Highway Engineer

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: HART LAKE BRIDGE

WEEK ENDING: October 31,1980

SECTION PREFIX: 519 - 1059

HIGHWAY: FAS B329 (Co Rd #3 - 12)

COUNTY: Lake

NAME OF JOB: HART LAKE BRIDGES

KIND OF WORK: GRADING AND STRUCTURES

CONTRACTOR: STACH CONSTRUCTION CO.

CONTRACT NUMBER: 9134

FEDERAL AID PROJECT NUMBER: RS B329(2)

DATE OF CONTRACT: May 28, 1980

DATE WORK STARTED: August 4,1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 135

CALENDAR DAYS USED: 129

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 96

PROJECT AUTHORIZATION: $ 186,100.28

EXCLUSIVE OF ENGINEERING: $ 171,343.43

ENGINEERING AUTHORIZATION: $ 14,756.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 153,799.00

ENGINEERING COST TO DATE: $ 18,800.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN UNDERRUN: -10 %

PERCENT OF AUTHORIZATION: 127 %

DATE PROJECT WAS COMPLETED: October 15, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16401	16402	16403	16404	16405			
PERCENT	100	100	100	100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Cloudy			
MONDAY 27	"			
TUESDAY 28	"			
WEDNESDAY 29	"			
THURSDAY 30	"			
FRIDAY 31	"			
SATURDAY 25				

RECEIVED
NOV 3 1980
CONSTRUCTION BRANCH
Williams
Johnson
Glenn
Richards
Berg
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	SEMIFINAL SENT TO REGION
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT

SIGNED John D. Martin LOCATION KLAMATH FALLS
FOR: WAYNE F. COBINE, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

OMB No. 04-R2089

41.34

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-140	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6 [illegible]	State Oregon County Lake Project No. RS-B329(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., approximately 2.5 mi. N.E. of Plush

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-16-80	0.036
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 186,100.00	FEDERAL FUNDS $ 164,047.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION *(Official name of Highway Agency)*	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By	
Operation Programming Engineer *(Title)*	
~~By~~ For: H.S. Coulter	By Jerry Burrow *(Division Administrator)*
State Highway Engineer *(Title)*	For: G.L. Green
By	Date executed by Division Administrator
(Title)	

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon, June 3, 1980

Federal Aid Project
No.RS-B329 (2)

Hart Lake Bridges Section
County Road in Lake Coutny

Project Agreement Estimate

Type Code X080
Structure No.16401 (Sta. 224+32.5 to Sta. 224+72.5)

Mobilization	All Required (20%)		$ 2,000.00
Temporary Protection and Direction of Traffic	All Required (20%)		700.00
Temporary Signs	50 Sq.Ft.	$ 6.00	300.00
Temporary Barricades	3 Each	75.00	225.00
Temporary Continuous Rail Traffic Barriers, Reflected	50 Lin.Ft.	7.00	350.00
Temporary Delineators	20 Each	10.00	200.00
Flagmen	4 Hours	1.00	4.00
Embankment in Place	352 Cu.Yd	6.50	2,288.00
Temporary Drainage Structure	1 Each	1,000.00	1,000.00
Guard Rail Type 3	50 Lin.Ft.	31.00	1,550.00
Rail End Pieces, Type"B" Modified	4 Each	45.00	180.00
Road Side Seeding and Mulching	0.4 Acre	700.00	280.00
Bridge Removal Work	All Required (20%)		1,200.00
Structure Excavation	37 Cu.Yd.	12.00	444.00
Special Wall Backfill	19 Cu.Yd.	11.00	209.00
4' x 40' Prestressed Slabs	7 Each	2,200.00	15,400.00
Precast Concrete Footings	60 Lin.Ft.	54.00	3,240.00
Metal Rail Tubing	75 Lin.Ft.	49.00	3,675.00
		Total	$33,245.00

Structure No.16402 (Sta.245+33.4 to Sta. 245+70.4)

Mobilization	All Required (20%)		$ 2,000.00
Temporary Protection and Direction of Traffic	All Required (20%)		700.00
Temporary Signs	50 Sq.Ft.	$ 6.00	300.00
Temporary Barricades	2 Each	75.00	150.00
Temporary Continous Rail Traffic Barriers, Reflected	50 Lin.Ft.	7.00	350.00
Temporary Delineators	20 Each	10.00	200.00
Flagmen	4 Hours	1.00	4.00
Embankment in Place	231 Cu.Yd.	6.50	1,501.50

Guard Rail, Type 3	50 Lin.Ft.	31.00	1,550.00
Rail End Pieces, Type "B" Modified	4 Each	45.00	180.00
Road Side Seeding and Mulching	0.4 Acre	700.00	280.00
Bridge Removal Work	All Required (20%)		1,200.00
Structure Excavation	37 Cu.Yd.	12.00	444.00
Special Wall Backfill	19 Cu.Yd.	11.00	209.00
4'x 35'/40' Prestressed Slabs.	7 Each	2,200.00	15,400.00
Precast Concrete Footings	60 Lin.Ft.	54.00	3,240.00
Metal Rail Tubing	62.5 Lin.Ft.	49.00	3,062.50
		Total	$30,771.00

Structure No.16403 (Sta. 250+01.5 to Sta. 250+38.5)

Mobilization	All Required (20%)		$ 2,000.00
Temporary Protection and Direction of Traffic	All Required (20%)		700.00
Temporary Signs	50 Sq.Ft.	$ 6.00	300.00
Temporary Barricades	3 Each	75.00	225.00
Temporary Continuous Barriers, Reflected	50 Lin.Ft.	7.00	350.00
Temporary Delineators	20 Each	10.00	200.00
Flagmen	4 Hours	1.00	4.00
Embankment in Place	463 Cu.Yd.	6.50	3,009.50
Guard Rail, Type 3	50 Lin.Ft.	31.00	1,550.00
Rail End Pieces, Type "B" Modified	4 Each	46.00	180.00
Road Side Seeding and Mulching	0.4 Acre	700.00	280.00
Bridge Removal Work	All Required (20%)		1,200.00
Structure Excavation	37 Cu.Yd.	12.00	444.00
Special Wall Backfill	19 Cu.Yd.	11.00	209.00
4'x 35'/40' Prestressed Slabs	7 Each	2,200.00	15,400.00
Precast Concrete Footings	60 Lin.Ft.	54.00	3,240.00
Metal Rail Tubing	62.5 Lin.Ft.	49.00	3,062.50
		Total	$32,354.00

Structure No.16404 (Sta.285+15.6 to Sta.285+52.6)

Mobilization	All Required (20%)		$ 2,000.00
Temporary Protection and Direction of Traffic	All Required (20%)		700.00
Temporary Signs	50 Sq.Ft.	$ 6.00	300.00
Temporary Barricades	2 Each	75.00	150.00
Temporary Continuous Rail Traffic Barriers, Reflected	50 Lin.Ft.	7.00	350.00

Temporary Delineators	20 Each	10.00	200.00
Flagmen	4 Hours	1.00	4.00
Embankment	303 Cu.Yd.	6.50	1,969.00
Guard Rail, Type 3	50 Lin.Ft.	31.00	1,550.00
Rail End Pieces, Type "B" Modified	4 Each	45.00	180.00
Road Side Seeding and Mulching	0.4 Acre	700.00	280.00
Bridges Removal Work	All Required (20%)		1,200.00
Structure Excavation	37 Cu.Yd.	12.00	444.00
Special Wall Backfill	19 Cu.Yd.	11.00	209.00
4' x 35'/40' Prestressed Slabs	7 Each	2,200.00	15,400.00
Precast Concrete Footings	60 Lin.Ft.	54.00	3,240.00
Metal Rail Tubing	62.5 Lin.Ft.	49.00	3,062.50
		Total	$31,239.00

Structure No.16405 (Sta.310+43.0 to Sta.310+80.0)

Mobilization	All Required (20%)		$ 2,000.00
Temporary Protection and Direction of Traffic	All Required (20%)		700.00
Temporary Signs	50 Sq.Ft.	$ 6.00	300.00
Temporary Barricades	2 Each	75.00	150.00
Temporary Continuous Rail Traffic Barriers, Reflected	50 Lin.Ft.	7.00	350.00
Temporary Delineators	20 Each	10.00	200.00
Flagmen	4 Hours	1.00	4.00
Embankment in Place	321 Cu.Yd.	6.50	2,086.50
Guard Rail, Type 3	50 Lin.Ft.	31.00	1,550.00
Rail End Pieces, Type "B" Modified	4 Each	45.00	180.00
Road Side Seeding and Mulching	0.4 Acre	700.00	280.00
Bridge Removal Work	All Required (20%)		1,200.00
Structure Excavation	37 Cu.Yd.	12.00	444.00
Special Wall Backfill	19 Cu.Yd.	11.00	209.00
4' x 35'/40' Prestressed Slabs	7 Each	2,200.00	15,400.00
Precast Concrete Footings	60 Lin.Ft.	54.00	3,240.00
Metal Rail Tubing	62.5 Lin.Ft.	49.00	3,062.50
		Total	$31,356.00

Length of Structures 0.036 miles

Anticipated Items Grout Rock Walls	All Required		$ 5,000.00
		Subtotal	163,965.00
		Engineering	22,135.00
		Total	$186,100.00

Federal Funds (88.15%)	$ 164,046.00
State Funds	11,027.00
County Funds	11,027.00
Total	$ 186,100.00

Group 1-100%
Contract No.9134
Prefix 519-1925
Prefix 519-1059

9134

May 9, 1980

CON 4

Lake County Board of Commissioners
Courthouse
Lakeview, Oregon 97630

Attn: Honorable George Carlon
Chairman

Gentlemen:

On May 8, 1980 a satisfactory bid was received from Stack Construction Company, P.O. Box 730, Grants Pass, Oregon 97526 for the Hart Lake Bridges Section on Road 3-12, FAS-B329. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$158,965.00
Grout Rock Walls	$ 5,000.00
4 1/2% Contingencies	7,378.43
9% Engineering	14,756.85
Est. Construction Cost	$186,100.28
Est. P.E. Costs	15,000.00
Est. Total Project Cost	$201,100.28

County's share will be:

6% of $201,100.28 =	$12,066.02
Less County P.E. Advance Deposit	890.00
	$11,175.98

By rounding the County's advance deposit will be $11,200.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 30, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

[illegible]

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 773: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 773 when check is received.

Section *Hart Lake Bri es*

Program ng Estimate $ *236,000*

Highway *FAS B329 (Co. Rd. #3-12)*

Project Length

County *Lake*

Completion Time

Kind of Work *Structures*

Est. Comp. Date

Prefix *519-1925*

Letting Date *April 24, 1980*

Project No. *RS-B329(2)*

ISTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION	Date: *3-10-80*

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lane Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- [✓ Metropolitan Region Number *4*]
- District Number

ATTENTION: *John Hagedorn*

FROM:

COMMENTS: *Please inform the county*

Form 731-0022 (7/78) SP*70682-734

tract Amount . . . . $ *203,185.00*

$ *5,000.00*

Grout Rock Walls (Extra Work) . . . *5,000*

Subtotal $ *208,185.00*

Contingencies (4-1/2%) *9,368.33*

Engineering ([illegible] 9, [illegible]%) *18,736.65*

Subtotal $

Credit for ______ . . . .

Estimated Net Authorization, Construction . . . . $ *236,289.98*

APPROVED

Est. P.E. Cost	*10,547.94*
Est. total Cost of Project	*$ 246,727.92*
County share would be 6% of 246,727.92	*= 14,803.62*
Less PE Advance Deposit	*890.00*
	$ 13,913.62

Road Design Engineer

Section Hart Lake Bridges Programming Estimate $ 236,000
Highway FAS B329 (Co. Rd. #3-12) Project Length
County Lake Completion Time
Kind of Work Structures Est. Comp. Date
Prefix 519-1925 Letting Date April 24, 1980 Project No. RS-B329(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 203,185.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 5,000.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Grout Rock Walls (County Forces)	5,000	
Subtotal		$ 208,185.00
Contingencies (4-1/2%)		9,368.33
Engineering (8, 9, 10%)		18,736.65
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 236,289.98

APPROVED

Est. P.E. Cost	10,547.94
Est. total Cost of Project	$ 246,727.92
County share would be 6% of 246,727.92	= 14,803.62
Less PE Advance Deposit	890.00
	$ 13,913.62

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of
Date

ection Hart Lake Bridges
County Lake
ind Of Work Grading & Structures
Length
Name Butler

3-7-80

o	Item	Code	Unit	Quant.	Unit Cost	Total 8
	Mobilization (8%)		Lump Sum	All	Lump Sum	15,050
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	4,40
	Temporary Signs		Sq. Ft.	250	6^{00}	1,500
	Temporary Barricades		Each	2	115^{00}	230
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	1750	7^{00}	12,250
	Flagmen		Hour	120	23^{00}	2,760
	ROADWORK					
	Embankment in Place		Cu. Yd.	1670	9^{50}	15,865
	Temporary Drainage Structure		Each	1	1200^{00}	1,200
	Guard Rail, Type 3		Lin. Ft.	250	30^{00}	7,500
	Rail End Pieces, Type 3 Modified		Each	20	100^{00}	2,000
	Roadside Seeding and Mulching		Acres	2	800^{00}	1,600

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 2-27-80

Section Hart Lake Bridges

County Lake

Kind Of Work Structures

Length

Name Butler - 88703

o	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURES					
	Bridge Removal Work		Lump Sum	All	Lump Sum	10,00
	Structure Excavation		Cu. Yd.	185	12^{00}	2,220
4	Special Wall Backfill		Cu. Yd.	95	10^{00}	950
5	4'X 40'/45' Prestressed Slabs		Each	7	3,050^{00}	21,350
	4'X 35'/40' Prestressed Slabs		Each	28	2,870^{00}	80,360
7	Precast Concrete Footings		Lin Ft	300	30^{00}	9,000
	Metal Rail with Tubing		Lin. Ft.	325	46^{00}	14,950
	Total					203,185

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B 329(2)

STATE PROJECT NO. See belwo

FROM:
G. L. Green, Division Administrator
Federal Highway Administration

PROGRAM NO.

ITEM NO. 90018

COUNTY NAME Lake

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

4/30
Orig

RECEIVED
STATE HWY ENGR
APR 30 '80
REFER TO
Moehring
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4-16-80	4-16-80	Secondary B 329
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Hart Lake Bridges Section

GENERAL DESCRIPTION OF WORK:

5 Structures

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated 3-24-80 that provisions of FHPM 7-5-1 have been complied with, and also as requested in Mr. Swan's 4-14-80 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $236,300, Federal funds $208,290 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-16-80		for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-455

F OREGON

TRANSPORTATION

WAY DIVISION

OPOSED PROJECT

PRELIMINARY COPY
FEB 2 V 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

3-5-80
AS REVISED

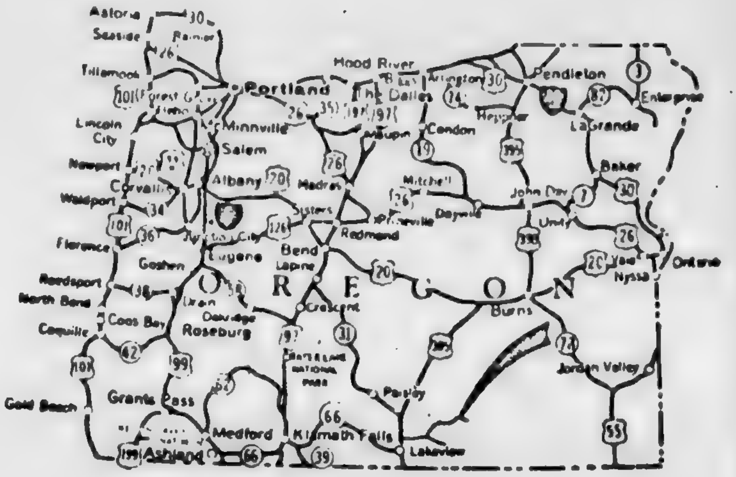
HART LAKE BRIDGES SEC. FAS B329 (CO. RD.# 3-12) LAKE COUNTY				SHEET No. 1
FED. ROAD DIV. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FASC

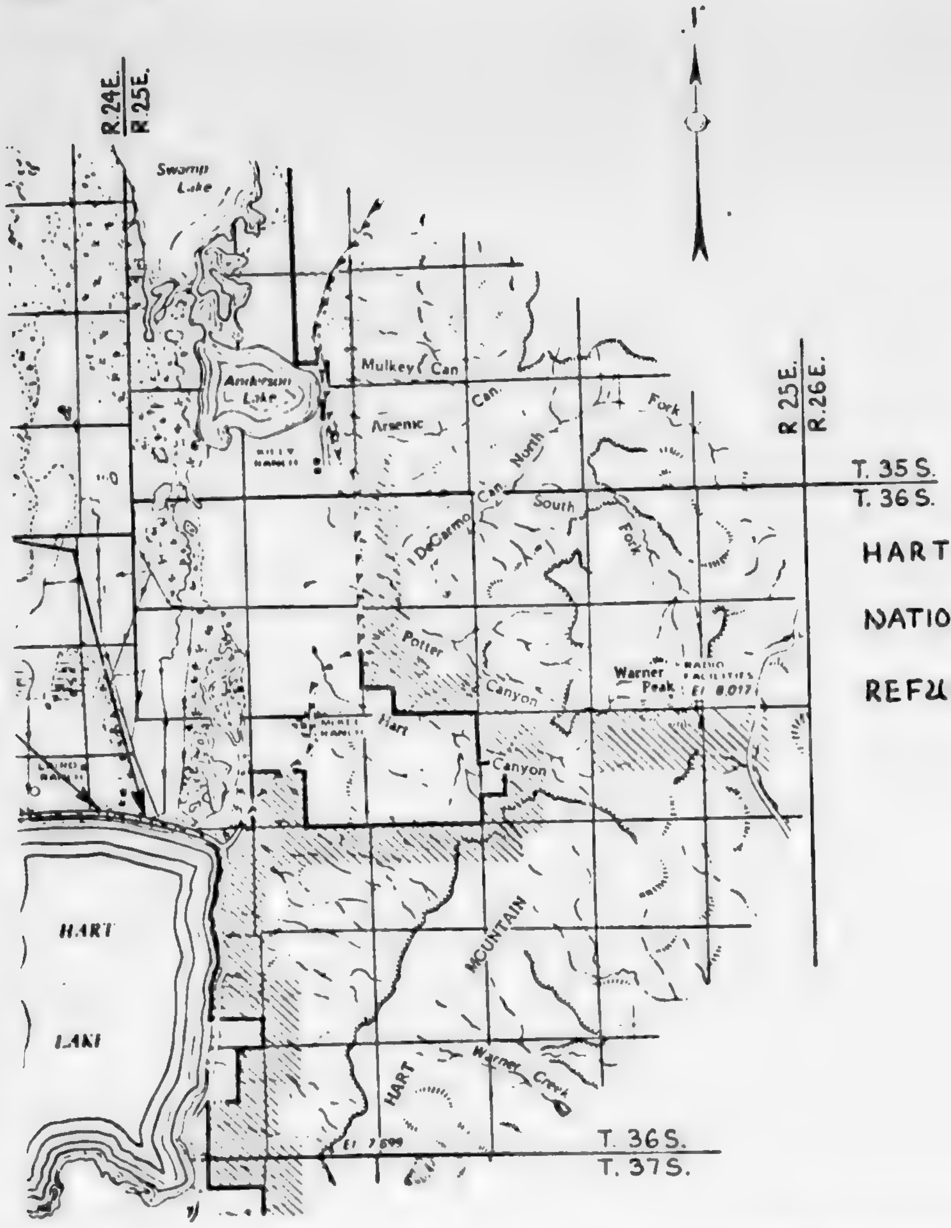
BRIDGES SEC.

CO. RD.# 3-12)

COUNTY


Astoria
30
Seaside
Rainier
26
Tillamook
101
Forest Grove
Portland
Hood River
The Dalles
Arlington
30
Pendleton
82
Enterprise
Minnville
26
35
197
97
Maupin
Condon
Heppner
La Grande
Lincoln City
Salem
Newport
Corvallis
Albany
20
Madras
26
19
Mitchell
395
Baker
Waldport
34
Prineville
Dayville
John Day
7
30
Florence
101
Eugene
126
Redmond
Bend
La Pine
Unity
26
Ontario
Reedsport
North Bend
Goshen
58
20
Vale
Nyssa
Coos Bay
Roseburg
Crescent
Burns
Coquille
42
97
31
395
78
Jordan Valley
99
101
Gold Beach
Grants Pass
62
Paisley
Medford
66
Klamath Falls
Lakeview
199
Ashland
66
39
95
O R E G O N

APPROVED March 5 1980
BOARD OF COMMISSIONERS OF LAKE COUNTY
BY Doug Gale COMMISSIONER
Louis V. Lamb COMMISSIONER
Leslie Shaw COMMISSIONER


R.24E.
R.25E.
Swamp Lake
Anderson Lake
Mulkey Can.
Arsenic
Can.
North
24 Fork
R.25E.
R.26E.
T. 35 S.
T. 36 S.
DeGarmo Can.
South Fork
Potter
Canyon
Warner Peak
RADIO FACILITIES
El 8017
Hart
Canyon
HART
LAKE
MOUNTAIN
HART
Warner Creek
El 7699
T. 36 S.
T. 37 S.

HART MTN.
NATIONAL ANTELOPE
REFUGE

Sketch Map
1 2 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER 4478 OREGON OCT 30 1969 H S COULTER

REGISTERED PROFESSIONAL ENGINEER 4552 OREGON MAY 13 1960 E S HUNTER

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER — DATE

71 F-1

STATE OF OREGON

INTEROFFICE MEMO

DES-23
Br. 16401-
16405

TO: Dale Allen
Region 4 Engineer

DATE: February 25, 1980

T.G. Thompson

FROM: T. G. Thompson
Supervising Structural Design Engineer

SUBJECT: Hart Lake Bridge Replacements
County Road S-12 (FAS B-329)
Lake County
Bridges 16401 thru 16405

Enclosed are two reduced prints of drawings 35043 and 35044 which have been redrawn, with longer spans, to reduce the new loading on the back of the existing grouted rock abutment walls. These drawings are the advance detail drawings for the subject structure and supercede drawings of same Nos. sent on January 25, 1980.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ 26,000
Structures	$142,000
Engineering & Contingencies	$ 33,500
TOTAL	$201,500

It is now planned to call for bids on this section on April 24, 1980.

Please make a field review and return one set by ~~April 29~~, 1980 with your comments and/or corrections noted thereon.

HOW:df
Enclosures

cc: Barry Norris, Lake County Engineer (w/2 sets)
H. A. Schell (w/2 sets)
Specs Unit (w/1 set plus checked estimate sheet)
Construction (w/1 set)
Utility Unit (w/1 set)
✓County-City Unit
Road Design (w/1 set)
Wayne Cobine (w/1 set)

81-125-1387

1134.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
16401-16405

In Reply Refer to
File No.:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration

February 12, 1980

NOTED
E. S. HUNTER

Hart Lake Bridge Replacements
County Road S-12 (FAS B-329)
Lake County
Bridges 16401 through 16405

Attached is a copy of a letter from Lake County indicating they will not be using salt on the roadway near the subject structures.

We request approval to not include a waterproof membrane on the subject structures.

Walter J. Hart
Bridge Engineer

cc E. S. Hunter
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
FEB 13 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

ROAD DEPARTMENT
LAKE COUNTY COURTHOUSE LAKEVIEW, OREGON 97630

January 31, 1980

Mr. John R. Hagedorn
Regional Federal Aid Engineer
Dept. of Transportation, Region 4
P.O. Box 1249
Bend, OR 97701

Dear Mr. Hagedorn:

This letter is to confirm that the Lake County Road Department will not be using salt on the roadway near the Hart Lake Bridges.

Salt is used in the Plush area approximately twice a year and there is a distance of seven miles from where the salt is used to the Hart Lake Bridges.

Sincerely,

Roy C Kerr

ROY C. KERR
Roadmaster

RCK:ilr

TOTAL TO DATE JOB COST SUMMARY JANUARY 1980 PAGE 605

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	518	1920	922	00 P 1			[illegible]4.63	
	518	1920	923	00 P 1		7,395.92	38,879.43	
	518	1920	923	00 N 1			1.56	
	518	1920	9[illegible]0	00 P 1		329.87	2,[illegible].23	
			TOT	P1	365.03	9,7[illegible].[illegible]6	166,[illegible]87.69	
			TOT	N1		[illegible]3.78	391.65	
			** JOB TOTALS **		365.03 **	10,[illegible].03 **	167,2[illegible]9.39 **	
								STATE
BUCK CRK RD REALIGMENT	CONT NO		* FA PROJ NOS RS 316001 100					
	519	1924	296	00 N 9		1,707.78CR	20,049.07CR	
	519	1924	297	00 N 9			1,160.00	
	519	1924	298	00 N 9		1,707.78	18,[illegible].[illegible]7	
	519	1924	901	00 P 1			9,[illegible].[illegible]5	
	519	1924	901	00 N 1		134.51	1[illegible]7.41	
	519	1924	904	00 P 1		565.14	5[illegible].14	
	519	1924	905	00 P 1			5,2[illegible].57	
	519	1924	907	00 P 1			[illegible].51	
	519	1924	910	00 P 1		134.47	3,3[illegible]	
	519	1924	913	00 P 1			107.94	
	519	1924	914	00 P 1			59.48	
	519	1924	918	00 P 1			[illegible].19	
	519	1924	920	00 P 1			[illegible].48	
	519	1924	921	00 P 1			5[illegible].52	
	519	1924	922	00 P 1			[illegible].[illegible]2	
	519	1924	923	00 P 1		7.68	2,7[illegible]1.2[illegible]	
			TOT	P1		707.29	22,[illegible].07	
			TOT	N1		1[illegible]4.51	1[illegible].41	
			** JOB TOTALS **		**	841.80 **	22,7[illegible]3.48 **	
								STATE
HART LK BR REPLACEMENTS	CONT NO		FA PROJ NOS RS 329001 100					
	519	1925	296	00 N 9	896.58CR	3,532.09CR	8,6[illegible]3.70CR	
	519	1925	297	00 N 9			[illegible]	
	519	1925	298	00 N 9	896.58	3,532.09	7,[illegible].70	
	519	1925	901	00 P 1		2[illegible]9.35	4,[illegible]7.13	
	519	1925	905	00 P 1	683.32	2[illegible]3.62	[illegible]3.62	
	519	1925	906	00 P 1	462.78	1,6[illegible].[illegible]0	1,[illegible].[illegible]0	
	519	1925	910	00 P 1	76.08	79.33	[illegible]9.33	
	519	1925	918	00 P 1		1,647.67	1,6[illegible]7.67	
	519	1925	920	00 P 1			13.50	
	519	1925	921	00 P 1		22.50	22.50	
	519	1925	923	00 P 1		2[illegible]	[illegible]4	
	519	1925	926	00 P 1		37.74	1,1[illegible].[illegible]1	
	519	1925	927	00 P 1		739.14	7[illegible]9.14	
			TOT	P1	1,222.18	5,2[illegible].69	10,[illegible]7.9[illegible]	
			** JOB TOTALS **		1,222.18 **	5,230.69 **	10,547.94 **	
								STATE
PARSONS CRK BR MARCOLA RD	CONT NO		* FA PROJ NOS RS 464001 100					
	520	1901	296	00 N 9			1,862.62CR	

Lake

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 12-1

Klamath Falls, Or. 97601
January 30, 1980

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Hart Lake Bridge's
FAS B329
Lake County

TO: Memo-to-the-File

This date, 1-29-80, I met with Roy Kerr, Lake County Roadmaster and went over the preliminary plans for subject project, dated 1-21-80.

After visiting the site of all 5 bridge's and talking to adajacent property owners there appears to be only one concern. They do not want any work on the bridge's performed during irrigation season which is April 15 through July 10 each year, with one exception, the pump located at bridge 16401 is sometimes used during September.

Therefore I recommend that the special provisions indicate that no work will be permitted during irrigation season, generally April 15 through July 10 and any work thereafter which interferes with the pumping of water the contractor shall provide a suitable pipe under the detour road to handle the water.

After July 10 there should be no problem in constructing an at ground detour around all structures, except as mentioned above. Similar detours have been used previously when repair work was done on the existing bridge's.

A private source for gabion wall material, embankment, and detour surfacing material is located in the SE ¼, SE¼, Section 8, and SW¼, SW¼, Section 9 T 36 S, R 25 E, W.M. owned by a Mr. [illegible] McKee. Also a possibe source for embankment, and detour surfacing is located in the S½,SE¼, Section 28 T.36S., R.24E., W.M. owned by the Fitzgerald Ranch.

In most cases the detours can be build with a minimum quantity of material and the 100 cu. yds. per each bridge or 500 cu. yds. altogether is satisfactory. I recommend that the detour road construction and culvert if required be on a lump sum bid which shall include all labor, equipment, and materials to construct, maintain, and remove the detours and reshape the existing channels to their original shape or better.

The temporary and directional measures of traffic should be kept as simple as possible, while still providing adequate control. Recommend the Temporary Continous Rail Traffic Barrier be replaced with Type III (8'-0") Barricades, three on each side and the signing remain the same except the "Bridge Construction Ahead" signs be used only at the ends of the total project with 12 volt flashers.

All work shall be done by the contractor except the final surfacing which will be done by the county as shown on sheet 2 of the plans.

Ted Thompson
cc: D. O. Christenson w/plams
Dale Allen
File

REFERRED TO
2 Beard
Cole
1 Eriksen
Hager
...meyer
Sample
Watson
Lou
Dorn
Dus
Return [✓ Discuss] Do File Copy
BY FINAL DESIGN ENGINEER

RECEIVED

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
2A	Stage Construction, Temporary Protection & Direction Of Traffic

STATE OF OR

DEPARTMENT OF TRA

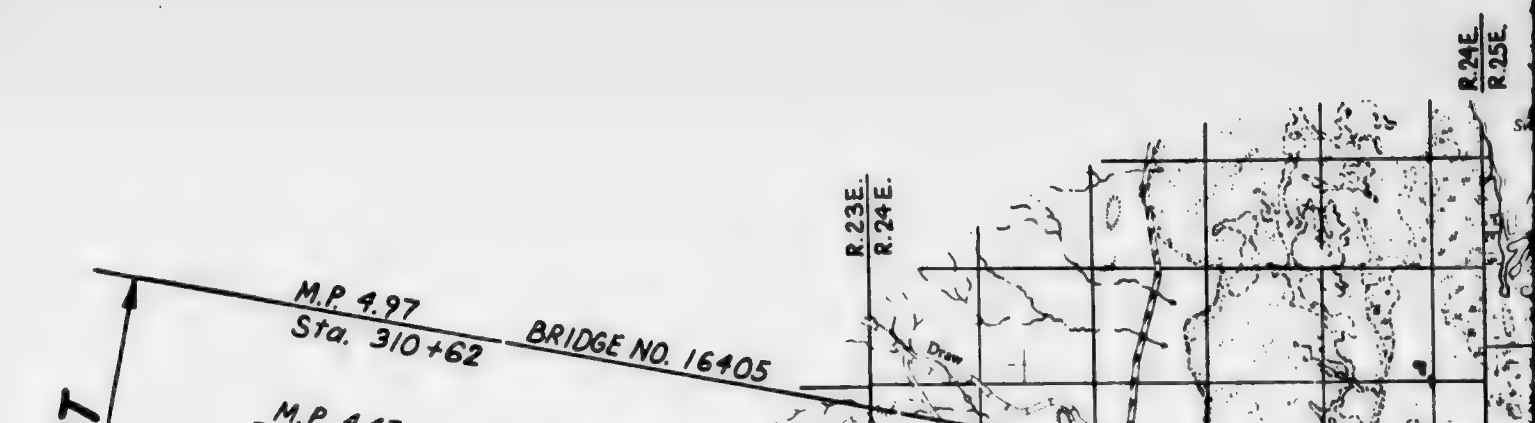
STATE HIGHWAY

PLANS FOR PROPOSED

HART LAKE BRID

FAS B329 (CO. RD

LAKE COUNTY


R.24E.
R.25E.
R.23E.
R.24E.
PROJECT
M.P. 4.97
Sta. 310+62
BRIDGE NO. 16405
M.P. 4.47
Sta. 285+34
BRIDGE NO. 16404
M.P. 3.80
Sta. 250+20
BRIDGE NO. 16403
M.P. 3.71
Sta. 245+52
BRIDGE NO. 16402
M.P. 3.30
Sta. 224+52
BRIDGE NO. 16401
El. 5,051
FITZGERALD RANCH
FAS B329
HART
LAKE
FLYNN RANCH
CON LYNCH RANCH
Plush
TAYLOR RANCH
To Lakeview
Possible Material Source for Embankment and Detour Surfacings

Sketch Ma

Scale 0 1

OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

OR PROPOSED PROJECT

E BRIDGES SEC.

29 (CO. RD.# 3-12)

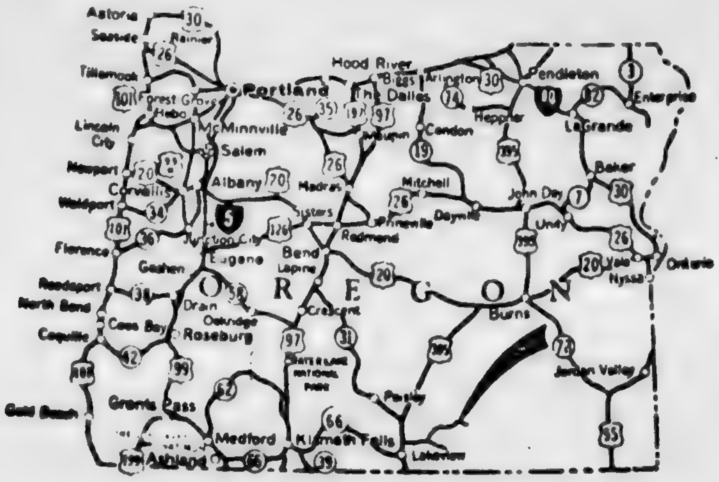
LAKE COUNTY

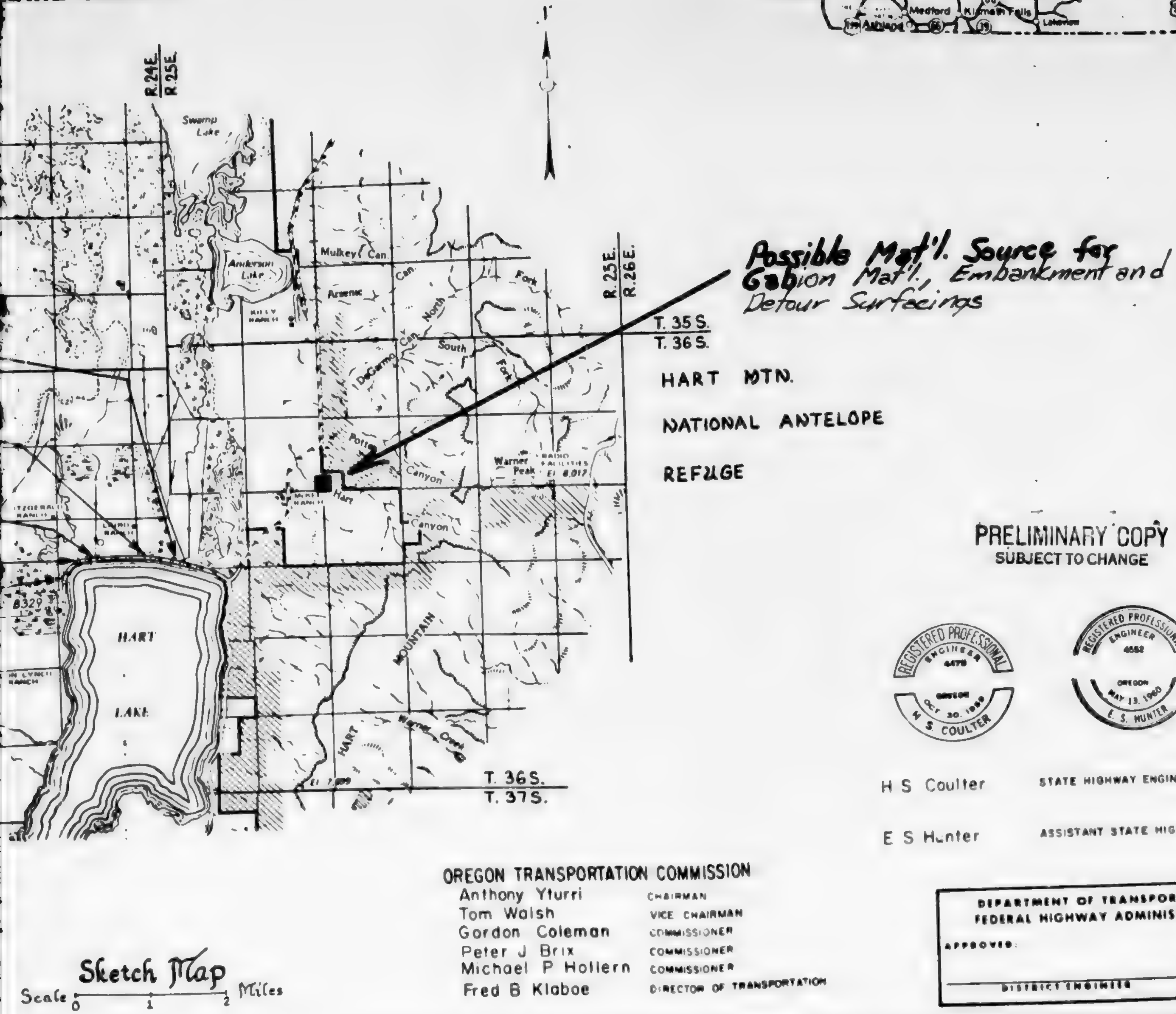
HART LAKE BRIDGES SEC.
FAS B329 (CO. RD.# 3-12)
LAKE COUNTY

SHEET No. 1

FED. ROAD DIV. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FASC


Astoria
Seaside
Rainier
Tillamook
Forest Grove
Hebo
Portland
McMinnville
Salem
Lincoln City
Newport
Corvallis
Albany
Waldport
Florence
Eugene
Goshen
Reedsport
North Bend
Coos Bay
Coquille
Drain
Roseburg
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Hood River
The Dalles
Biggs
Arlington
Condon
Heppner
Pendleton
Enterprise
LaGrande
Baker
Madras
Sisters
Bend
Redmond
Prineville
Mitchell
Dayville
John Day
Unity
Vale
Nyssa
Ontario
Crescent
Burns
Jordan Valley
O R E G O N


R.24E.
R.25E.
Swamp Lake
Anderson Lake
Mulkey Can.
Arsenic
Can.
North
Fork
South
Fork
DeGarmo Can.
Potter
Warner Peak
Radio Facilities El. 8,017
Canyon
Hart
Canyon
Mountain
Hart
Warner Creek
Hart Lake
B329
R.25E.
R.26E.
T.35S.
T.36S.
T.36S.
T.37S.
Scale 0 1 2 Miles

Possible Mat'l. Source for Gabion Mat'l., Embankment and Detour Surfacings

HART MTN.
NATIONAL ANTELOPE
REFUGE

Sketch Map

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER

E. S. HUNTER
MAY 13, 1960

H S Coulter	STATE HIGHWAY ENGINEER
E S Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

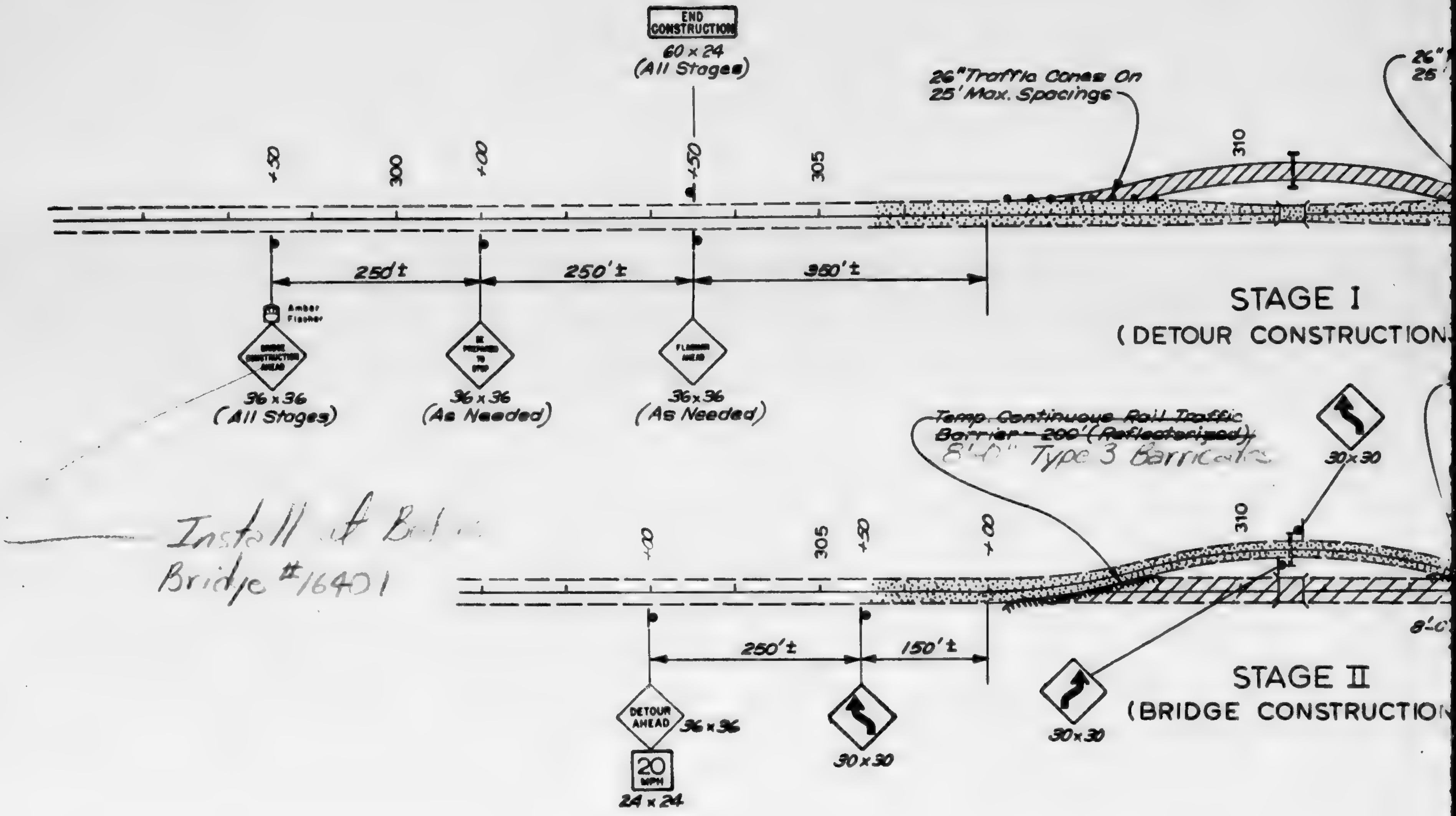
Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: ______________________

______________________ DISTRICT ENGINEER ______ DATE

Accompanied By


END CONSTRUCTION
60 x 24
(All Stages)
26" Traffic Cones On 25' Max. Spacings
+50
300
+00
+50
305
310
250'±
250'±
350'±
Amber Flasher
BRIDGE CONSTRUCTION AHEAD
36 x 36
(All Stages)
BE PREPARED TO STOP
36 x 36
(As Needed)
FLAGMAN AHEAD
36 x 36
(As Needed)
STAGE I
(DETOUR CONSTRUCTION
~~Temp. Continuous Rail Traffic Barrier - 200' (Reflectorized)~~
8'-0" Type 3 Barricade
30 x 30
Install at Bel
Bridge #16401
+00
305
+50
+00
310
250'±
150'±
DETOUR AHEAD
36 x 36
20 MPH
24 x 24
30 x 30
30 x 30
STAGE II
(BRIDGE CONSTRUCTION

NOTES:

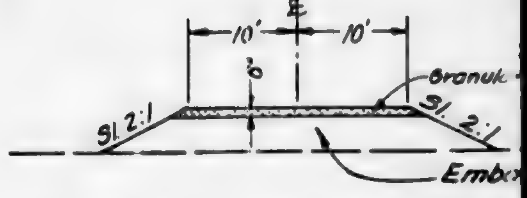
Signing Shown Shall Be Typical For All Five Detours And Structures.

"BE PREPARED TO STOP" And "FLAGMAN AHEAD" Signs Shall Not Be Used Independent Of Each Other.

Inappropriate Signs Are To Be Temporarily Covered Or Removed.

All Signs Are To Be Type "O" Unless Otherwise Specified.

Typical Barricade Designation - B(III)L (See Drg. No. 2126 C)


10'
℄
10'
Granul
Sl. 2:1
Sl. 2:1
Emb

DETOUR TYPICAL SECTI

FORM NO. 734-1703

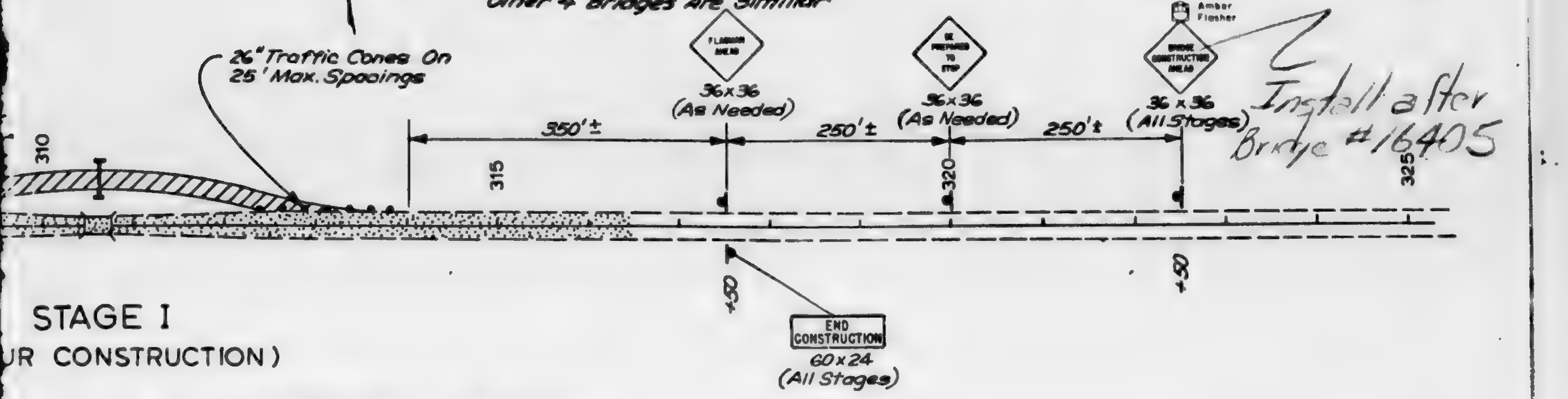
Accompanied By Drg. Nos. S-1, S-6, S-7, S-12, 2126, 2126A & 2126C

HART LAKE BRIDGES SEC. FAS B329 (CO. RD.# 3-12) LAKE COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

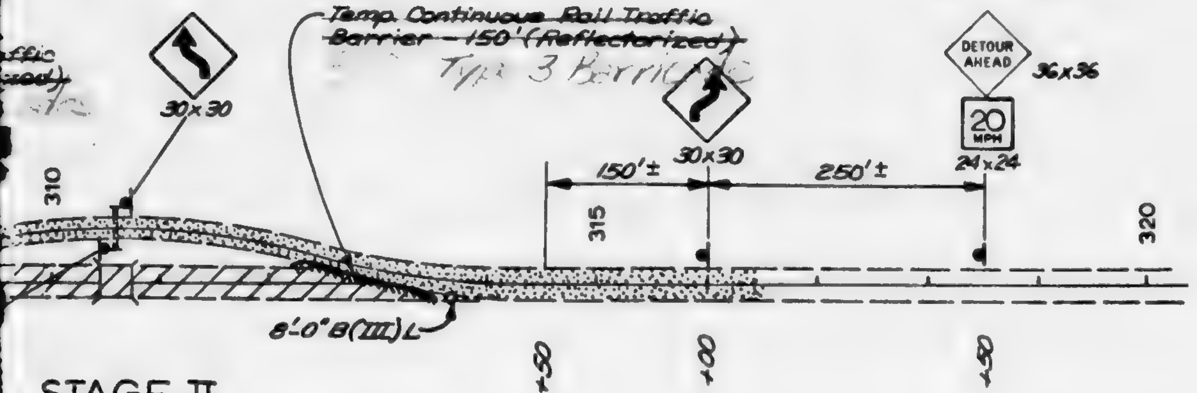
Note:
Const. Detour (5 Required)
Emb. In Place 100 C.Y. (500 C.Y. Total)
Inst. 36" Culv. Pipe - 40' (200' Total)
Remove Detours & Pipes After Stage II

Bridge No. 16404 Shown
Other 4 Bridges Are Similiar

STAGE CONSTRUCTION, TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

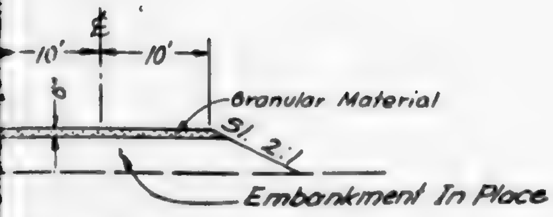

26" Traffic Cones On 25' Max. Spacings
FLAGGER AHEAD
36x36 (As Needed)
BE PREPARED TO STOP
36x36 (As Needed)
Amber Flasher
BRIDGE CONSTRUCTION AHEAD
36 x 36 (All Stages)
Install after Bridge #16405
350'±
250'±
250'±
310
315
320
325
+50
+50
END CONSTRUCTION
60x24 (All Stages)

STAGE I
UR CONSTRUCTION)


ffic
ssed)
30x30
~~Temp. Continuous Rail Traffic Barrier - 150' (Reflectorized)~~
Type 3 Barricade
30x30
DETOUR AHEAD
36x36
20 MPH
24x24
150'±
250'±
310
315
320
8'-0" B(III)L
+50
+00
+50

STAGE II
GE CONSTRUCTION)

▨ WORK AREA
▒ UNDER TRAFFIC


10'
℄
10'
6"
Granular Material
Sl. 2:1
Embankment In Place

TYPICAL SECTION

STATE OF OREGON

INTEROFFICE MEMO

FAS-C

TO: Mr. Dale Allen
Region 4 Engineer

DATE: January 25, 1980

DES 23
Brs.
16401
16402
16403
16404
16405

TG Thompson

FROM: T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:
Hart Lake Bridge Replacements
County Road S-12 (FAS B-329)
Lake County
Bridges 16401 through 16405

Enclosed are two reduced prints of drawings 35043 and 35044 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ 21,000
Structure(s)	116,500
Engineering & Contingencies	27,500
Total	$165,000 ✓

It is planned to call for bids on this section on March 27, 1980.

Please make a field review and return one set by February 7, 1980 with your comments and/or corrections noted thereon.

HOW:dh
Enclosures

cc Barry Norris, Lake County Engineer /w/ 2 sets
H. A. Schell /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet (unchecked)
and designer's notes.
Construction /w/ 1 set
Utility Unit /w/ 1 set
County-City Unit
Road Design /w/ 1 set
Wayne Cobine /w/ 1 set

11-125-1387

M Drift

112-1

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 519

Prefix 519-1925

Attention: Right-of-Way Section 12-19-79

Subject: Federal Aid Project No. RS-E329(1)
Project Name Hart Lake Bridges
County Road # 3-12

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing [illegible] available on the open market.

C. [illegible]

☒ [illegible] existing utilities within the right-of-way of [illegible] federal aid project have been authorized by permit, [illegible] other approved procedure.

Signed at Lakeview, Oregon, this 19th day of December, 19 79

County of Lake

County Judge/Chairman

Commissioner

Commissioner

Rev. 1/76

H
N M

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT
DEPT.

378-6569
TELEPHONE

TO: F I L E

DATE: October 31, 1979

Gene M Finley

FROM: Gene M. Finley
Hydraulic Specialist

SUBJECT: Hart Lake Bridge Replacements
County Road No. 12 (FAS B329)
Lake County

The proposed project will replace five existing 22±-foot, single-span timber structures on the same alignment.

HYDROLOGY

Hart Lake is a reservoir formed on a natural lake by an earth and rock dike around its north end. This reservoir has a capacity of 52,100 acre-feet between elevations 4,463.5 and 4,474.0. Thirty-four years of gage data are available from gage number 10-3790 located on the east shore of the lake near the spillway. The maximum recorded highwater occurred May 27, 1971, when a gage elevation of 4,474.92 feet was observed. It is estimated that this highwater represented a discharge of 60± cfs over the top of the flashboards of each of the four structures (bridge numbers 16402, 16403, 16404 and 16405). The average velocity would have been 3.5± fps and did not cause any signigicant erosion to the channel or undermining of existing structure abutments. There was no overflow discharge for bridge No. 16401 since its flashboards are permanently fixed at an estimated uppermost elevation of 4,476± feet.

Most of the irrigation is supplied from this lake by three pumps. Two of the outlets of these pumps are discharged through bridge numbers 16401 and 16405, while the other is through a 36"X22" CMP arch culvert pipe located 260± feet east of bridge number 16403. The following tabulated discharges were supplied by Howard Daggett, State Water Master in Lakeview.

Outlet Location	Pump Discharge	Outlet Pipe Size	Outlet Velocity
Bridge No. 16401	55 cfs	36 in.	7.8 fps
Sta. 252+77 Bridge No. 16403	10 cfs	36 in.X22 in.	2.3 cfs
Bridge No. 16405	27 cfs	24 in.	8.6 fps

81-125-1387

Mr. Daggett indicated that grouted riprap channel protection was provided under bridge No. 16405. Photographs of this structure show very little erosion.

Mr. Daggett also indicated that all the discharge through bridge No. 16401 is supplied by irrigation pumping. This structure has a concrete apron across its full width. Photographs show that considerable erosion has taken place just downstream from this concrete apron. Wayne Cobine, Resident Engineer for this project, confirmed the downstream erosion.

It is estimated that 150± cfs would be the maximum discharge that could be supplied by gravity through each of the four existing structures (16402, 16403, 16404 and 16,405) during an irrigation season. The average velocity for this discharge would be 5.1 fps.

HYDRAULIC DESIGN

The highwater elevation of 4,474.9 feet was used as the design highwater for the five proposed structures.

To comply with the Lake County Commissioners, the waterway areas under the proposed structures should remain unchanged.

RIPRAP

The county should consider filling in the scour hole downstream from the concrete apron of bridge No. 16401. If this hole is filled in, then the channel should be protected for a distance of at least 12 feet downstream from the edge of the concrete apron. This protection could be either grouted rock or a one-foot blanket of class 50 loose riprap. A filter blanket will not be required.

GMF:ge

Attach.

cc: Frank Terpin w/att.
Walt Hart "
Jack Davis "
Herb Schell "
Don Harwell "
Dale Allen "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
OCT 31 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1971)
Discharge - cfs / m³/s	55		
Frequency - yrs.	—	100	—
H.W. Elevation Natural Channel ft. / m.	4474.9		4474.9
H.W. Elevation Channel Change ft. / m.			
Average Velocity - fps / mps	7.8		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bridge No. 16401
(Discharge By Pump)

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Hart Lake Bridge Replacements
County Road No. 12 (FAS B329)
Lake County

COMPILED BY: Gene M. Finley
DATE: October 31, 1979

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1971)
Discharge - cfs / m^3/s	150±		
Frequency - yrs.	—	100	—
H.W. Elevation Natural Channel ft. / m.	4474.9		4474.9
H.W. Elevation Channel Change ft. / m.			
Average Velocity - fps / mps	5.1		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bridge No. 16402, 16403, 16404
(Discharge By Gravity)

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Hart Lake Bridge Replacements
County Road No. 12 (FAS B329)
Lake County

COMPILED BY: Gene M. Finley

DATE: October 31, 1979

HYDRAULIC DATA

	DESIGN FLOOD		MAXIMUM FLOOD YEAR (1971)
	Discharge By Pump	Discharge By Gravity	
Discharge - cfs	27	150±	
Discharge - m³/s			
Frequency - yrs.	—	—	—
H.W. Elevation Natural Channel ft.	4474.9	4474.9	4474.9
H.W. Elevation Natural Channel m.			
Average Velocity - fps	8.6	5.1	
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bridge No 16405

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Hart Lake Bridge Replacements
County Road No. 12 (FAS B329)
Lake County

COMPILED BY: Gene M. Finley
DATE: October 31 1979

August 27, 1979

Lake County
Board of Commissioners
Courthouse
Lakeview, OR 97630

Attention: County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7005

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct five Hart Lake Bridges on County Road No. 3-12 in Lake County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 30, 1979

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Proposed FAS-C Project
Lake County

Lake County is requesting the authorization of a project to construct 5 bridges on County Road No. 3-12 at M.P.'s 3.3, 3.71, 3.8, 4.47 and 4.97. Each bridge will be approximately 30 feet long and have a roadway 30 feet wide. No additional Right-of-Way. County will contract the approaches. Engineering by State. PE was approved by Transportation Commission on July 18, 1978 and on November 28, 1978. See attached sketch for location. In Summary:

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Lake County	Hart Lake Bridges (5) FAS-B329	$180,000	$158,400	$10,800	$10,800

The region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C Program. I recommend your approval and request you authorize this project under delegated authority.

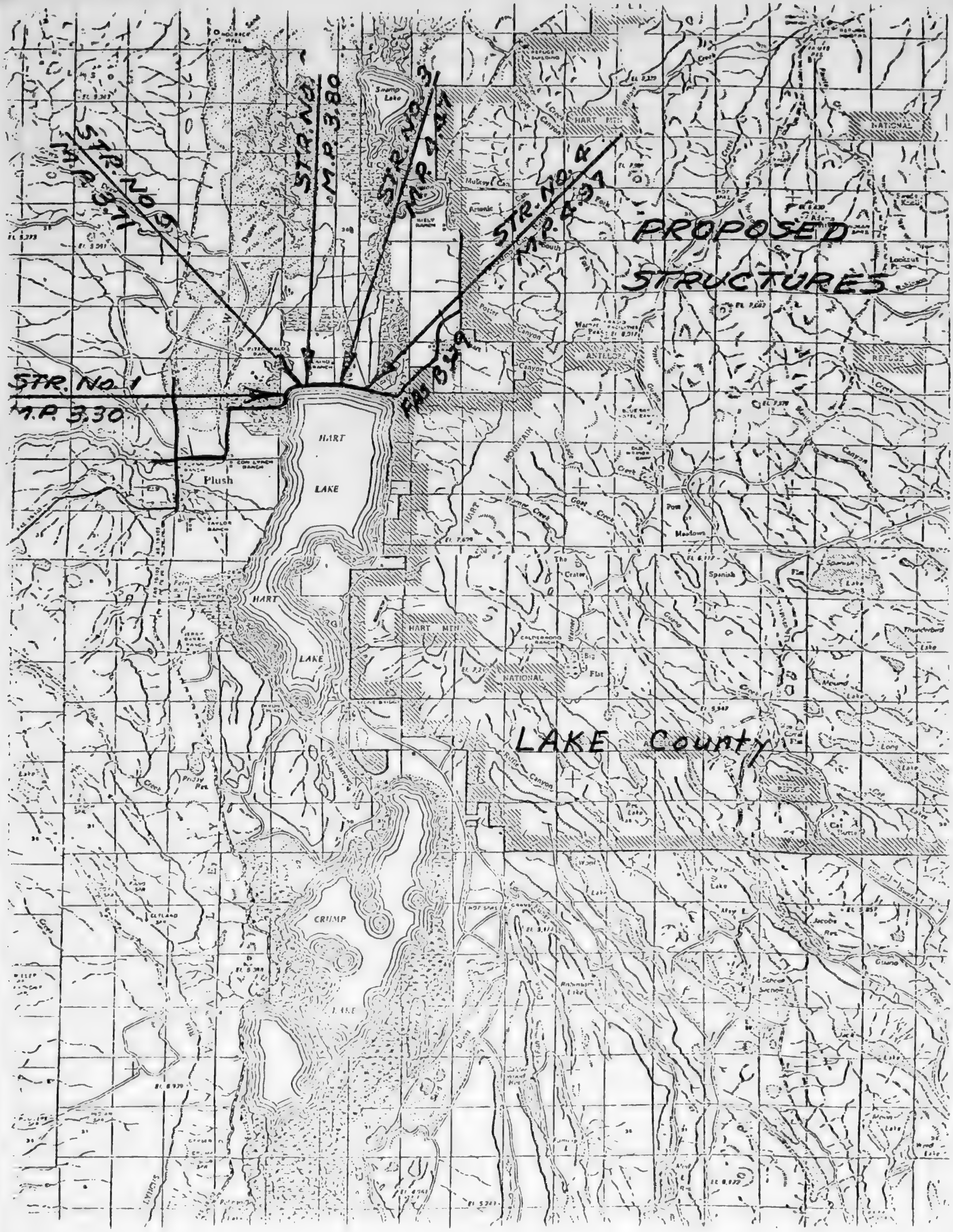
APPROVED BY

H S Coulter
State Highway Engineer

Date 5/31/79

HR:pf
Attachment

81-125-1387

PROPOSED STRUCTURES
STR. No 5 M.P. 3.71
STR. No. 2 M.P. 3.80
STR. No 3 M.P. 4.47
STR. No. 4 M.P. 4.97
STR. No. 1 M.P. 3.30
FAS 379
LAKE County
HART LAKE
HART LAKE
CRUMP LAKE
Plush
Swamp Lake
HART MTN
NATIONAL
ANTELOPE
REFUGE
HART MTN
NATIONAL
REFUGE
HART MOUNTAIN
Potter Canyon
Arsenic
Warner Peak
Pom Meadows
Spanish
Big Flat
Rock Creek

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          519   1924     910     00 P 1        134 47          134 47         3 331 58
          519   1924     913     00 P 1                                          107 54
          519   1924     914     00 P 1                                           99 48
          519   1924     918     00 P 1                                           54 19
          519   1924     920     00 P 1                                           68 48
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TOTAL TO DATE JOB COST SUMMARY                                    JULY 1979        PAGE 505

                                                                    FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX    FUNCTION  GR  CURRENT MONTH  YEAR TO DATE   TO DATE
                                 519   1924    921     00 P 1                            [illegible]
                                 519   1924    922     00 P 1                            [illegible]
                                 519   1924    923     00 P 1        3 12          3 12  [illegible]
                                               TOT        P1       148.84        148.84  [illegible]
                                               TOT        N1                             [illegible]
                                           ** JOB TOTALS **        148 84  **    148 84  **   22 042 52  **

  HART LK BR REPLACEMENTS      CONT NO     FA PROJ NOS RS  329001 100                                      STATE
                                 519   1925    296     00 N 9       94 00CR       94 00CR   5 [illegible]
                                 519   1925    297     00 N 9                              [illegible] 00
                                 519   1925    298     00 N 9       94 00         94 00     [illegible]
                                 519   1925    901     00 P 1      239 35        239 35     4 [illegible]
                                 519   1925    910     00 P 1        3 25          3 25     [illegible]
                                 519   1925    920     00 P 1                                  13 40
                                 519   1925    921     00 P 1       22 50         22 50     [illegible]
                                 519   1925    926     00 P 1                               [illegible]
                                               TOT        P1       265 10        265 10     5 [illegible]
                                           ** JOB TOTALS **        265 10  **    265 10  **   5 [illegible] 35  **

  PARSONS CRK BR MARCOLA RD    CONT NO   * FA PROJ NOS RS  464001 100                      [illegible]    STATE
                                 520   1901    296     00 N 9                               1 [illegible] CR
                                 520   1901    298     00 N 9                               1 [illegible] 62
                                 520   1901    501     00 P 1                               [illegible]
                                 520   1901    504     00 P 1                               [illegible]
                                 520   1901    505     00 P 1                               [illegible]
                                 520   1901    506     00 P 1                               [illegible]
                                 520   1901    910     00 P 1                               103 48
                                 520   1901    911     00 P 1                               [illegible]
                                 520   1901    914     00 P 1                               [illegible]
                                 520   1901    920     00 P 1                               [illegible]
                                 520   1901    921     00 P 1                                 574 43
                                 520   1901    923     00 P 1                               [illegible]
                                 520   1901    926     00 P 1                               [illegible]
                                               TOT                                          [illegible] 170 83
                                           ** JOB TOTALS **               **            **  [illegible] 170 83  **

  [illegible] ING & DEL SHT VALLEY RD  CONT NO     FA PROJ NOS RS 472001 100
                                 520   1902    296     00 N 9
```

17-79

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: LOC 17-7
519-1925

Klamath Falls, Oregon 97601
June 29, 1979

FROM: Wayne F. Cobine
Resident Engineer

TO: Dale Allen
Regional Engineer

SUBJECT: Vicinity Maps
Hart Lake Bridge Replacements
FAS B-329
Lake County

Attached hereto find five (5) vicinity maps for the Hart Lake Bridges, FAS B-329, Lake County.

The existing bridges are wooden stringers and deck resting on grouted rubble masonry walls, generally setting on a concrete footing. The structures also serve as water control for the Hart Lake Water Users Association. Underneath and on the lake side of all structures are concrete weir supports, supporting wooden planks which are adjustable to regulate the flow. Although the Lake County Commissioners want to maintain the flowline elevation of the weirs and seals, and openings under the structures, most of the water is pumped through the openings at the present time.

Replacement of the deteriorating structures by 12-inch precast prestressed slabs is recommended. Support for the slabs could either be steel piling with cap or precast concrete spread footings set on the old, and new fill which should be constructed by others (Lake County).
In either case above a timber bulkhead will have to be constructed to retain the new fill. Since the embankment work is to be constructed by others, coordination with county forces will be required if precast concrete footings are used. The use of steel piling and caps would let the contractor complete his work before the new embankment was placed.

Foundation explorations indicate the existing masonry walls are more or less vertical on the roadway side and the conditions will support a concrete footing. Additional information will be provided by the Regional Geologist.

The roadway width and width of the structures is proposed at 28-feet. The structures should be built flat and any super provided in a future wearing surface.

The small amount of traffic over the road should not be any problem. In the past, while the bridges were under repair, vehicles were detoured along the north side providing it was not during a period when water was being used. However there is another route available around the site by way of flagstaff lake which is also to the north. Depending on the type of structure or lets say end supports selected removal and replacement of at least part could be accomplished in the same day.

If the new end bents are placed back of the existing masonry support walls, thence it appears that the structures will vary in length from 26-feet to 28-feet. A minimum length of guardrail should be provided connecting to all corners (25-feet, Type III).

Buried along the north side of the roadway and attached to some of the bridge's is a telephone cable. Hangers should be provided on the outside of the north slab.

Since the work is structure replacement no formal estimate of cost is being submitted, however based upon similar projects in Lake County I would estimate $185,000.00 for all five structures.

Hart Lake Bridge Replacements
519-1925

Also transmitted herwith find one (1) book field notes, one (1) pad pictures, and one (1) roll location maps.

If additional information is needed, please advise

GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1979

Mr. William Penhollow
Executive Assistant
Association of Oregon Counties
P.O. Box 12729
Salem, Oregon 97309

SUBJECT: Project Advancement
FAS-C Program

Dear Mr. Penhollow:

At the Transportation and Parks Committee meeting May 11 and the Technical Advisory meeting May 17, I reported advancing May 1, under the master FAS-C Agreement, commitment of eight (8) rank order FAS-C projects to construction. These involved the following counties:

Jefferson
Baker
Douglas
Deschutes
Polk
Sherman
Wallowa
Coos

In addition, I indicated 2.6 million dollars of committed FAS-C projects cannot make it to construction in the 1980 Federal Fiscal year. Based on this I further recommended committing the seven (7) remaining FAS-C applications to construction. Most of these seven (7) are in various stages of preliminary engineering. Advancing the seven (7) projects to construction will result in a 1980 over commitment of 1.7 million dollars. It will possibly result in some low priority counties being committed to construction in advance of some potentially higher ranking applications later in the year. These future applications, however, can still be authorized for preliminary engineering. The necessary lead time for their development should preclude delaying their construction.

These seven (7) counties recommend for construction commitment, beyond the master FAS-C Agreement, are:

Lane
Benton
Umatilla
Jackson
Marion
Union
Lake ✓

Please note that potentially the Douglas, Coos, Union and Lake County projects may be bid in 1979. This will result in nearly full obligation of the 1979 FAS-C funds at the end of the Federal Fiscal year. If any of the other FAS-C projects scheduled for bidding in the next few months overrun their current estimate, we may need to postpone one of these projects from say September to October of this year. Likely, this will not happen, but in all fairness it needs to be pointed out.

Both of your committees approved this concept, of going beyond this master FAS-C Agreement and committing the 7 preliminary engineering projects to construction. It is appropriate to state this in the record by your signing and returning a copy of this letter. We will withhold the Lake County project until your Board of Directors authorizes an advancement of funds greater than 5 years.

Very truly yours,

Gerald Wimer
Local Government Engineer

GWW:pf

APPROVED BY

William Penhollow, Executive Assistant
Association of Oregon Counties

Date

FAS B329

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 519-1925

Bend, Oregon 97701

February 9, 1979

Jerry C Thackery

FROM: Jerry C. Thackery
Region Design Engineer

SUBJECT: Hart Lake Bridge Replacement
FAS B-329
Lake County
Prefix: 519-1925
Pre-Location Conference

TO: MEMO TO THE FILES:

Attending were Dale D. Allen, Region Engineer; R. C. Pool, Region Construction Engineer; Rolland VanCleave, Region Geologist; Wayne Cobine, Resident Engineer; and Jerry C. Thackery, Region Design Engineer. This meeting was held at Region IV Office on February 8, 1979.

Conditions of Existing Roadway and Bridges

The roadway is a 24 Ft. graveled surface carried on a fill which serves a dual purpose of dike for the north side of Hart Lake and County Road. The five bridges which are to be replaced serve as overcrossings for irrigation outlets with flow control along the dike. The existing bridges are described as being repidly deteriorating.

Field Survey with Soils and Foundation Investigation

It was agreed that the field survey would consist of constructing a vicinity map at each of the five (5) sites. Included in each map will be the location of the existing support sills.

The soils investigation is to be focused on whether existing soils will support a spread footing with an approximate 1000 PSI soil pressure. This work could be completed with a backhoe and hand labor. If soil conditions prove to be inadequate, then the foundation crew with auger truck will be brought from Salem.

The shape of the hand placed gravity wall will be determined for use in design analysis for each bridge site.

It was suggested that Wayne Cobine contact Evert Lawson, Lake County Roadmaster, concerning the origin of the dike/roadway material.

Archaeological Investigation

It is not anticipated that there will be any archaeological findings that will affect the construction scheduling.

Utilities and Right-of-Way

There is a buried telephone cable and overhead power lines in the work area that will be located and may need adjustment. It is anticipated that the existing 60 Ft. R/W will be ample for the proposed work.

Design Criteria for Location Survey

A. Original designated width was 30'; will investigate possibility of change to 28'. (existing approach roadway is 24' wide±). Slabs come in 4 Ft widths.

B. Support prestressed slabs on either driven pile caps, or preferably a precast spread footing.

C. The existing hand placed rock gravity wall will not be disturbed.

D. The widening will be done on the north side of the dike/roadway as not to disturb the existing irrigation facilities on the lake side (south).

E. The proposed bridge rail is the standard flex-beam rail with tubing mounted on the side of slabs.

F. It is being proposed that a short radius guard rail connection be used in lieu of the standard 50' flare sections.

G. We'll need to contact the Irrigation District to see if they will need any special facilities installed on the structure to assist in water outflow control.

H. The roadway has an ADT of 10 cars.

I. There will be no wearing surface placed on pre-cast slabs.

Construction

A. Hopefully, each bridge can be preplaced the same day it is removed.

B. The slabs could be traveled on by passenger vehicles only while joints are ungrouted. A natural ground detour through the worksites should be acceptable for both cars and trucks while slab joints are being grouted and obtaining strength.

Mr. Allen proposed designing a grout mix that would obtain strength in 72 hours. If a natural ground detour is not possible, a three (3) day closure should be considered.

An alternate route is available around the work site via County road that connects at each end.

REFERRED TO
Beard ✓ Staudenmeyer
Cole Sample
Erikson Watson
Hager Dorn Lau
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

JCT:pw
cc: C. T. Keasey
J. H. Versteeg ✓
R. Ewen
W. Cobine
J. R. Hagedorn
Lake County

✓ Versteeg ✓
✓ Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson
RECEIVED
FEB 12 1979
ENGINEERING SECTION
Trout
Do Not File ☐
Return To
Bring Up / /
Action

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2/6/79	CC 1973		519-1925

BILL TO: Code:

Lake County Board of Commissioners
Courthouse
Lakeview, Oregon 97630
Attn: Hon George Carlon, Chairman

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. for the Hart Lake Br's. FAS-B329 RS-B329 Agreement #6712 AD568			

Advance Deposit Amount	$ 890.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 890.00
Transfer to Highway Fund	$ 690.00
Refund Due	$

Partial or final request for billing

Number of the previous request in connection with this service.

Amount Due $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

Gerald W. Wimer

SP*35736-734

January 11, 1979

Lake County
Board of Commissioners
Courthouse
Lakeview, OR 97630

Attention: County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Hart Lake Bridges on County Road No. 3-12 in Lake County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B329(1)

STATE JECT NO. See below

COUNTY NAME Lake

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90018

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-4-79

FEDERAL ROUTE NUMBER Secondary B-329

STATE ROUTE NUMBER County Road

GENERAL LOCATION: Hart Lake Bridge Replacements

GENERAL DESCRIPTION OF WORK: Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-14-78 letter you are now authorized to proceed with the above work at a TEC of $12,500 with Federal funds limited to $10,720.

NOTED
F. B. KLABOE

Swan
1-11

DATE 1-4-79

SIGNATURE OF APPROVING OFFICIAL G. K.

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

December 28, 1978

Lake County
Board of Commissioners
Courthouse
Lakeview, Oregon 97630

Attn: Hon. George Carlon, Chairman

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Hart Lake Bridge replacement FAS 329, FAS B329(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$12,500.00
Federal Funds	10,720.00
Balance	$ 1,780.00

Local Share:
½ of $1,780.00 = $890.00

Pd. 1/5/79 Received [illegible] 1/[illegible]/79

Please make your check in the amount of $890.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#568: Vern Skoog-Please return completed AD#568 when check is received.
Region 4 Federal Aid Engineer

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 14, 1978

TO	G. L. Green, Division Administrator Federal Highway Administration
FROM	D. E. Swan Federal Aid Manager
SUBJECT	Revised Project Data Submission Item No. 90018 Project No. RS-B329(1) Hart Lake Bridge Replacement Lake County

Enclosed is data for the subject project.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including archeological salvage and utility preparatory work at an estimated total cost of $12,500 with an obligation of $10,720 in federal funds.

CL:dmc
Enc.
cc: D. Allen, Reg. 4
H. Reynoldson

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W.O.	

FORM PR-1
(REV. 4-61)

Revised 12-14-78
Revised 10-25-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	21 Co. Rd., approximately 2½ mi. N.E. of Plush 55	ADT	DHV 4 20	(66) 50 (70)	(71) 98 (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	28 Preliminary Engineering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 RS- 23	7 B329

CARD					
	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Lake			
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. S	FEDERAL-AID B329 (32)	STATE Co. Rd. (36)	(37) U.S ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"Hart Lake Bridge Replacements"	0.02	12,500	10,720	890	890 (Co.
5					ROW							
5					CONST (CODE)							

ESTIMATED PROJECT COST BY PHASES

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL	PROJECT TOTALS	0.02	12,500	10,720	890	890 (Co.)
1	14	PROGRAM APPROVAL DATES October 13, 1978			(16) (23)	(24) (33)	REMARKS	

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

Revised 12-14-78
Revised 10-25-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

T LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE (68) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
Rd., approximately 2½ mi. N.E. of Plush 65		DHV 4 20	50	98	10	Oregon	41	075	90018

RK (35 typewriter 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	PROJECT NUMBER NUMBER 7	PROJECT NUMBER SEQ. NO. 13	I Projects Only POST MI. (24) (26)	I Projects Only DESIG. 27
ineering								RS-	B329	(1)		

COUNTY NAME	CODE (14) (16)
Lake	037

ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37) (41)
S	B329	Co. Rd.	----

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.02	12,500	10,720	890	890 (Co.)	
W		"Hart Lake Bridge Replacements"						ROW-60' normal; Access Control-none; Parking Restrictions-none.
NST E)								
CL		PROJECT TOTALS	0.02	12,500 (16) (23)	10,720 (24) (33)	890	890 (Co.)	

VAL DATES

October 13, 1978

REMARKS

over

Hart Lake Bridge Replacements
Project No. RS-B329(1)

Existing Facilities: 24-foot oil surface roadway with treated timber structures at the following locations:

M.P. 3.71 -- 21-foot bridge; HC 18 feet
M.P. 3.30 -- 25-foot bridge; HC 18 feet
M.P. 3.80 -- 21-foot bridge; HC 18 feet
M.P. 4.47 -- 21-foot bridge; HC 18 feet
M.P. 4.97 -- 21-foot bridge; HC 18 feet

Adjacent Sections: Same as existing roadway facility.

Project Data: Work under this project consists of preliminary engineering, all phases, including archeological salvage and utility preparatory work required for the future construction necessary to replace the existing bridges on present alignment with reinforced concrete structures approximately 30 feet in length with a horizontal clearance of 30 feet.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from State Clearinghouse A-95 review under working agreement. District 11 Clearinghouse is non-functioning.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 5, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 2.
2) Added to 6 year Highway Improvement Program by Commission on July 18, 1978.

November 15, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: FAS-C Project Request

On the Consent Calendar for the November 28 meeting will be a request for an FAS-C preliminary engineering project in Lake County.

The request is for a fifth bridge along the north shore of Hart Lake on FAS-B329. The four other bridges were approved at the July 18 meeting.

The Federal funds required for this project are estimated to be $2,150.00 with the State paying $175.00 matching funds and a like amount being contributed by the County.

This project has been investigated and is eligible for funding under the FAS-C program. I recommend your approval and request authorization to sign the project agreement for and on your behalf.

Att.

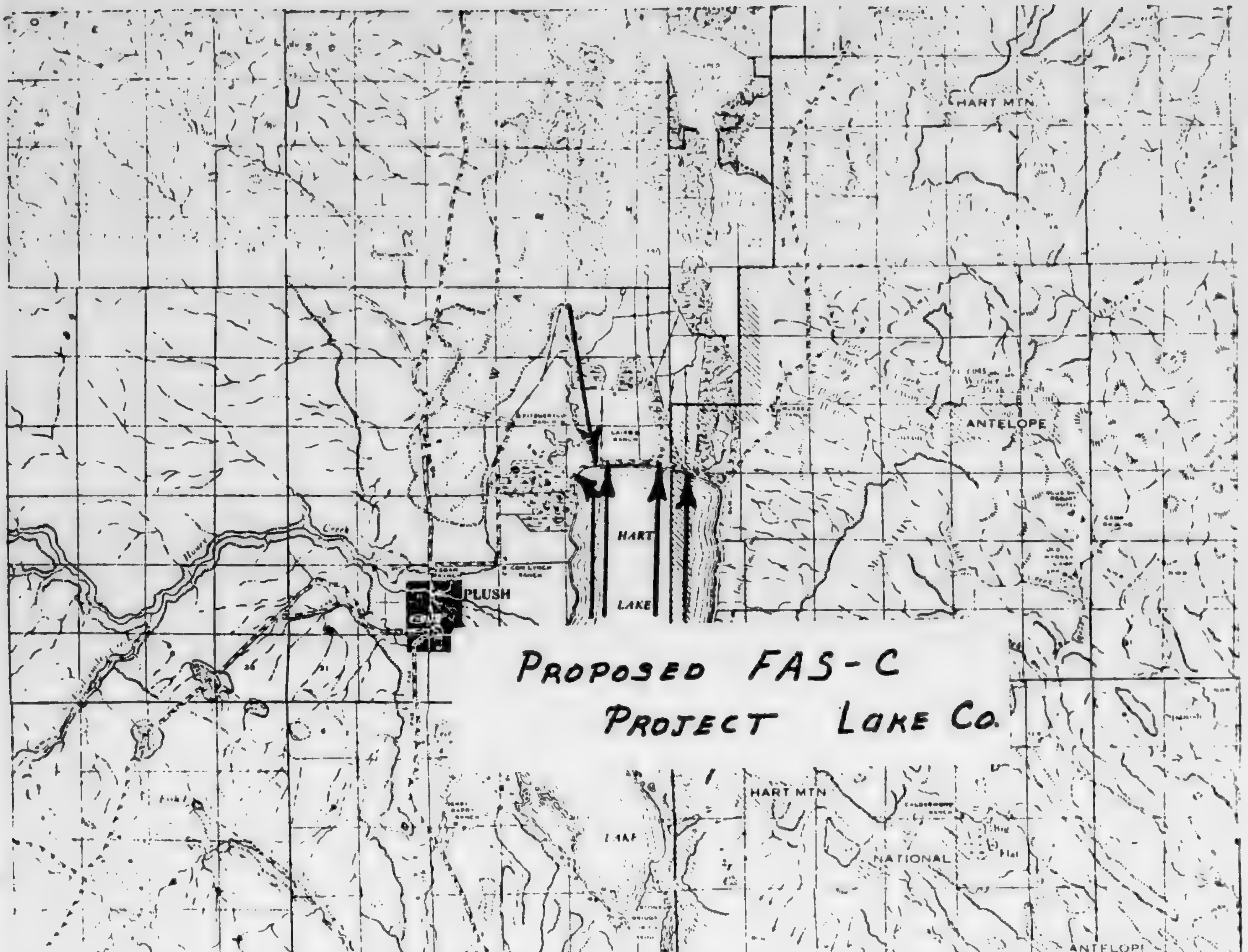
bc:
R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
Walt Hart
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz
D. N. Harwell
Gary Potter
George Bell

LAKE COUNTY
Proposed FAS-C Project Revision

Hart Lake Bridges Section
County Road # 3-12
FAS-B329
Structures (5)
$ 2,500 - PE Only

On July 18, 1978 the Transportation Commission approved a project for replacing 4 bridges. The county is now requesting another bridge in the same general area be added making a total of 5 bridges. Each bridge is to be approximately 30 feet long with a roadway approximately 30 feet wide.

Engineering by state.


HART MTN
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HART
LAKE
PLUSH
Creek
HART MTN
NATIONAL
ANTELOPE
LAKE
CRUMP
LAKE

PROPOSED FAS-C
PROJECT Lake Co.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 25, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Revised Project Data Submission
Item No. 90018
Project No. RS-B329(1)
Hart Lake Bridge Replacement
Lake County

Enclosed is data for the subject project.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including archeological salvage and utility preparatory work at an estimated total cost of $10,000 with an obligation of $8,570 in federal funds.

CL:dmc
cc: D. Allen, Reg. 4
H. Reynoldson

N

Budget Bureau No. 41-R2067

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

Revised 10-25-78

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., approximately 2½ mi. N.E. of Plush 65	**ADT**	PRESENT DHV 4 20	FUTURE (66) 50 (70)	YEAR (71) 98 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23	NUMBER 7 B329

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Lake			
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. S	FEDERAL-AID B329 (32)	STATE Co. Rd. (36)	U.S. (37) ----

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Hart Lake Bridge Replacements"	0.02	10,000	8,570	715	715 (Co.)
5					**ROW**							
5					**CONST** (CODE)							

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.02	10,000 (16) (23)	8,570 (24) (33)	715	715 (Co.)
1	14	PROGRAM APPROVAL DATES October 13, 1978					REMARKS	

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Revised 10-25-78

T LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., approximately 2½ mi. N.E. of Plush 65		DHV 4 20	50 (66) (70)	98 (71) (72)	10	Oregon	41 (2) (3)	075 (4) (9)	90018 (14) (18)

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ineering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	RS- 14 23	B329 7	(1) 13	(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Lake	037 (14) (16)	☐ 1 OR ☐ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	B329 (32)	Co. Rd. (36)	---- (37) (41)

ESTIMATED PROJECT COST BY PHASES

K YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
			0.02	10,000	8,570	715	715 (Co.)	
W								
ST		"Hart Lake Bridge Replacements"						ROW-60' normal; Access Control-none; Parking Restrictions- none.
CL		PROJECT TOTALS	0.02	10,000 (16) (23)	8,570 (24) (33)	715	715 (Co.)	

L DATES

October 13, 1978

REMARKS

over

USCOMM DUSCOMM-DC 48905-P61

Hart Lake Bridge Replacements
Project No. RS-B329(1)

Existing Facilities: 24-foot oil surface roadway with treated timber structures at the following locations:

M.P. 3.30 -- 25-foot bridge; HC 18 feet
M.P. 3.80 -- 21-foot bridge; HC 18 feet
M.P. 4.47 -- 21-foot bridge; HC 18 feet
M.P. 4.97 -- 21-foot bridge; HC 18 feet

Adjacent Sections: Same as existing roadway facility.

Project Data: Work under this project consists of preliminary engineering, all phases, including archeological salvage and utility preparatory work required for the future construction necessary to replace the existing bridges on present alignment with reinforced concrete structures approximately 30 feet in length with a horizontal clearance of 30 feet.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from State Clearinghouse A-95 review under working agreement. District 11 Clearinghouse is non-functioning.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 5, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 2.
2) Added to 6 year Highway Improvement Program by Commission on July 18, 1978.

[illegible]

October 24, 1978

Lake County
Board of Commissioners
Courthouse
Lakeview, OR 97630

MISC. CONTRACTS and
AGREEMENTS No. 2712

Attention: Fairy Hammersley
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Hart Lake Bridges (4) Section of County Road No. 3-12 in Lake County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

1134

Board of Commissioners
Lake County
STATE OF OREGON
LAKEVIEW, OREGON 97630

GEORGE CARLON LESLIE SHAW DON FITZGERALD

October 10, 1978

TO: John Hagedorn

FROM: George Carlon, Chairman, Board of Commissioners

RE: Preliminary Engineering Agreement Statement

This is to acknowledge that we are aware of the requirement that the construction of the FAS Highway B-329 Hart Lake Bridges must be done in five (5) years after the preliminary engineering. It is acknowledged that if the construction is not done prior to the five year limit, the cost of the Preliminary engineering will revert to Lake County.

Sincerely,

George Carlon

GEORGE CARLON,
Chairman, Board of Commissioners

Reynoldson
M

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE OCT 12 1978 RDE
RSO REGION 4 RBE
ASSIGNED____________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: PRE LOC

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

October 9, 1978

J R Hagedorn

FROM: John R. Hagedorn
Region Federal Aid Engineer

SUBJECT: Revised Project Request
Hart Lake Bridges
FA Rt. No. B-329

TO: Gerald Wimer
Project Management

Attached hereto is a revised project request regarding the subject project.

The principal change is the elimination of the structure at M.P. 3.71 and the addition of the structure at M.P. 3.30. Also, the lengths of the existing structures have been corrected to their true distances.

The main body of the original assessment is all right as it is written. The termini, under A. Project Identification should be changed to: M.P. 3.30 - 4.97.

JRH:pw
Enclosure

PROJECT [illegible]
PME ☐ CCE
LGE 9 FAE 8
M
TA [illegible] File: PM TA
LG CP

let all involved know

10/11/78

cc - Cliff Laux
Gary Potter

FEDERAL AID PROJECT REQUEST
(REVISED)

Date September 28, 1978

Applicant Agency Lake County

Request for: Off-System ____, FAS-C X , FAUS ____ Project

Federal Aid Route No. B-329 Route Name County Road No. 3-12

Project Name

Project Length Project Location (Attach sketch map)

Project Description Replace four wooden structures with reinforced concrete structures.

Average Daily Traffic Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width **Travel Lanes** **Shoulders**

Medians **Parking**

Sidewalks

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders

Medians Parking

Curbed Length Curb Radii

Sidewalk/Bikeway

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum Maximum

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? by applicant

4. **Permanent Striping:**

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure: Structure No. 1

Location M.P. 3.30, Lot 3, Sec. 14, T36S, R24E WM

Type Treated timber.

Approach Roadway Width 24' Shoulder Width 0

Length 25' Width 18'

To remain in place? No

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 30' Width 30'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes, telephone cable, Beaver State Telephone Company.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Traffic to be maintained during construction.

Remarks

V. STRUCTURE DATA

1. Existing Structure: Structure No. 2

Location M.P. 3.80, Lot 2, Sec. 14, T36S, R24E WM

Type Treated timber

Approach Roadway Width 24' Shoulder Width 0

Length 21' Width 18'

To remain in place? No

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 30' Width 30'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes, telephone cable Beaver State Telephone Company.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Traffic to be maintained during construction.

Remarks

V. STRUCTURE DATA

1. Existing Structure: Structure No. 3

Location M.P. 4.47, Sec. 13, T36S, R24E WM

Type Treated Timber

Approach Roadway Width 24' Shoulder Width 0

Length 21' Width 18'

To remain in place? No

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 30' Width 30'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes, telephone cable Beaver State Telephone Company

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Traffic to be maintained during construction.

Remarks

V. STRUCTURE DATA

1. Existing Structure: Structure No. 4

Location M. P. 4.97, Lot 12, Sec. 18, T36S, R25E WM

Type Treated Timber

Approach Roadway Width 24' Shoulder Width 0

Length Width 18'

To remain in place? No

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 30' Width 30'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes, telephone cable Beaver State Telephone Co.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Traffic to be maintained during construction.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad ______

Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Lake County Office
2. Environmental — ODOT Office
3. Public Hearing — Lake County Office

Remarks ______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant ________ State X Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes X No ________

If "yes," describe briefly: County to construct approaches to bridges

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	144,000.
Railroad	
Other	
Preliminary engineering	7,000.
PROJECT TOTAL	$ 151,000.

Remarks ________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Lake COUNTY

By ________ By George Carlson

By ________ By ________

By [illegible] Shaw

(1976)

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 4, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80365
Project No. RS-B329(1)
Hart Lake Bridge Replacement
Lake County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including archeological salvage and utility preparatory work at an estimated total cost of $10,000 with an obligation of $8,570 in federal funds.

CL:lml

cc: D. Allen, Reg. 4
H. Reynoldson

Budget Bureau No. 41-R2067.

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

8-4-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 Co. Rd., approximately 2½ mi. N.E. of Plush 65	**ADT**	PRESENT DHV 4 20	FUTURE (66) 50 (70) YEAR (71) 98 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 RS-B329

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Lake			COD 03 (14)
	NAME OF URBAN AREA 17-31 ----	ROUTE NO. S	FEDERAL-AID B329 (32)	STATE Co. Rd. (36)	(37) U.S. ----

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Hart Lake Bridge Replacement"	0.02	10,000	8,570	715	715 (Co.)
5					**ROW**							
5					**CONST** (CODE)							

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.02	10,000	8,570	715	715 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

8-4-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION *(45 typewriter spaces)* . Rd., approximately 2½ mi. N.E. of Plush 65	**ADT**	PRESENT DHV 4 20	FUTURE (66) 50 (70)	YEAR (71) 98 (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 075 (4) (9)	ITEM NO. 80365 (14) (18)

WORK *(35 typewriter* ngineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER B329 7	SEQ. NO. (1) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

Rural Secondary	COUNTY NAME Lake	CODE 037 (14) (16)		PROGRAM STAGE ☐ 1 OR ☐ 2
----	ROUTE NO. S	FEDERAL-AID B329 (32)	STATE Co. Rd. (36)	U.S. (37) ---- (41)

WORK TYPE 46	STEP 53	TERMINI *(Full description)*	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
E		"Hart Lake Bridge Replacements"	0.02	10,000	8,570	715	715 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions-none.
OW								
ONST CODE)								
CL		PROJECT TOTALS	0.02	10,000 (16) (23)	8,570 (24) (33)	715	715 (Co.)	

ROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

Hart Lake Bridge Replacements
Project No. RS-B329(1)

Existing Facilities: 24-foot oil surface roadway with treated timber structures at the following locations:

M.P. 3.71 -- 20-foot bridge; HC 18 feet.
M.P. 3.80 -- 20-foot bridge; HC 18 feet.
M.P. 4.47 -- 20-foot bridge; HC 18 feet.
M.P. 4.97 -- 20-foot bridge; HC 18 feet.

Adjacent Sections: Same as existing roadway facility.

Project Data: Work under this project consists of preliminary engineering, all phases, including archeological salvage and utility preparatory work required for the future construction necessary to replace the existing bridges on present alignment with reinforced concrete structures approximately 30 feet in length with a horizontal clearance of 30 feet.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from State Clearinghouse A-95 review under working agreement. District 11 Clearinghouse is non-functioning.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 5, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Note: This project is in Congressional District No. 2.

July 6, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: FAS-C Project Requests

On the Consent Calendar for the July 18 meeting will be requests for approval of 2 FAS-C Preliminary Engineering Projects and one FAS-C Construction Project.

Lake County's request is for 4 structures on the Hart Lake Section on FAS B 329. The estimated cost of the PE for this project is $10,000.

The request by Malheur County is for a bridge over the Malheur River on Airport Road FAS B 495. The estimated cost of the PE for this project is $10,000.

Washington County is requesting a grading, paving, and structure project on Glencoe Road FAS A 685 and on West Union Road FAS A 686. The PE is to be at State costs. The estimated cost of the project is $630,000.

FAS-C funds for these preliminary engineering and construction projects are estimated to be $559,000 with State providing approximately $45,500 in matching funds, and a like amount being contributed by the Counties.

These projects have been investigated and are eligible for funding under the FAS-C Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

HR:cw
Attachment

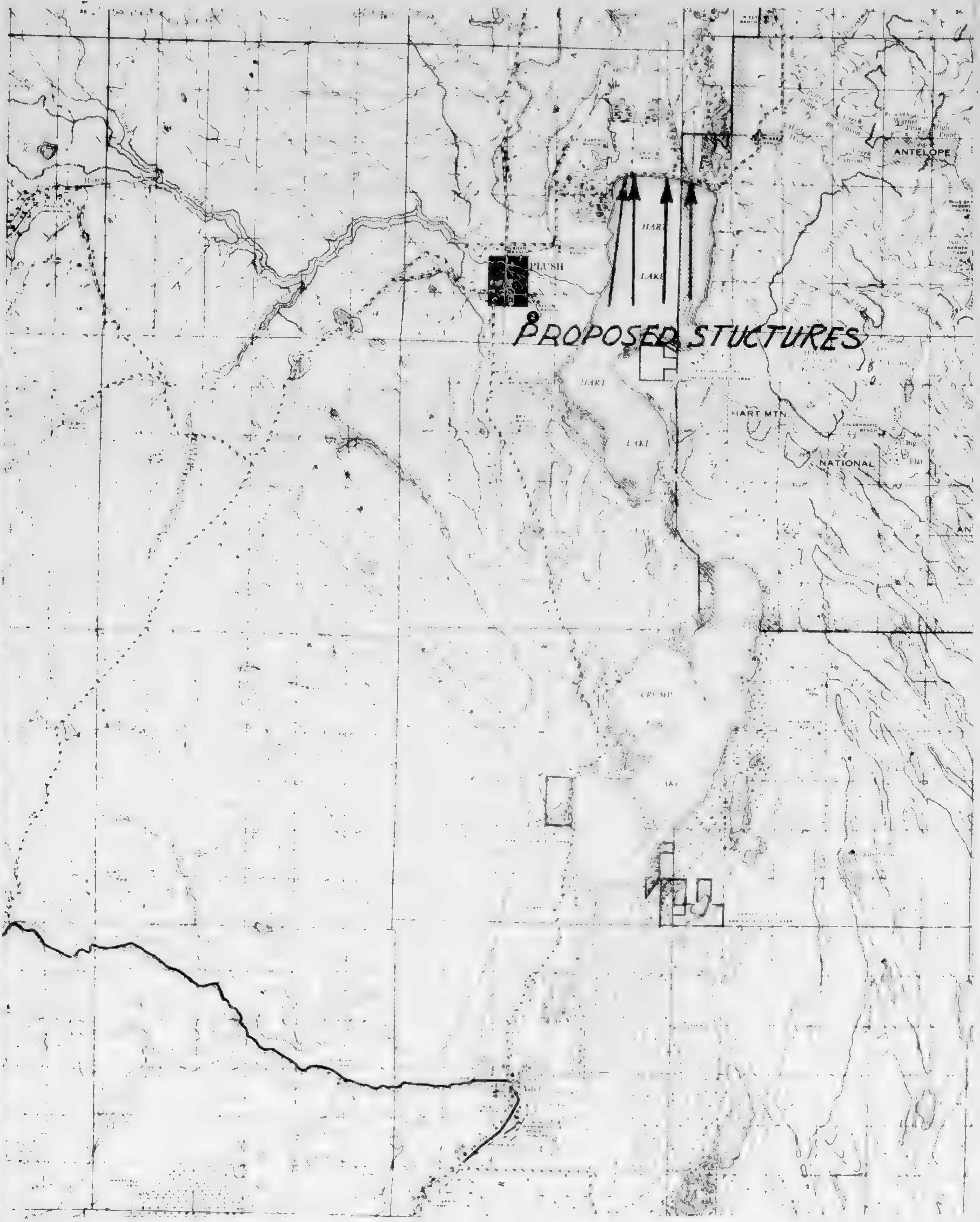
bc: R.A. Burco
F.B. Klaboe
C.W. Head
E.S. Hunter
D.H. Moehring
R.N. Bothman
V.E. Skoog
J.H. Versteeg
Dale D. Allen, Reg. 4
Ed Hardt, Reg. 1
W.E. Schwartz, Reg. 5
D.N. Harwell
George Bell

LAKE COUNTY
Proposed FAS-C Project

Hart Lake Bridges (4) Section
County Road No. 3-12
FAS B329
Structures (4)
$10,000 P.E. Only

Perform preliminary engineering in preparation for the replacement of four timber structures along Hart Lake. Each of the structures will be built on existing alignment and will be approximately 30 feet long and 30 feet wide.

Engineering to be performed by State forces.



PLUSH
HART
LAKE
PROPOSED STUCTURES
ANTELOPE
Warner Peak
High Point
HART
LAKE
HART MTN.
NATIONAL
CRUMP
LAKE
Adel

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: July 5, 1978

In reply refer to: HFO.4-OR

SUBJECT: Oregon Project RS-B329(-)
Project Assessment
Hart Lake Bridge Replacements
FAS B-329
Lake County

FROM : G. L. Green, Division Administrator

TO : Mr. G. A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your June 27 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action. We also concur with your traffic noise analysis.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Moehring, Proj Mgmt)
OSHD (Reg 4, Env.)

Environmental Section
July 7, 1978

cc:
- D. H. Moehring
- J. B. Boyd (3)
- L. E. George
- W. J. Hart
- C. T. Keasey
- J. H. Versteeg (4)
- F. E. Terpin (3)
- George Bell
- Surfacing Design - Lab Bldg.
- Dale Allen
- J. F. Gunter
- R. J. Vancleave
- Gerald Wimer
- B. L. Gifford (2)
- Asbury
- Don Keyes (8)

BS-B 329(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 27, 1978

Section Hart Lake Bridge Replacements

Unit (if appl)

County Lake

City

Highway FAS B-329

State Hwy. No. County Road No. 3-12

Termini: M.P.(if appl) M.P. 3.71 - 4.95

Length

Region 4

Construction Estimate $151,000.
Program Amount

B. Purpose of Project:

Four existing timber structures are rapidly deteriorating. They are also narrow, causing a safety hazard. Lake County is presently bringing all roadways and structures to a standard width.

C. Origin & History of Project:

Lake County Commission priority No. 2, FAS-C project.

D. General Description of Project:

Replace four existing treated timber structures with reinforced concrete structures. Due to remoteness of area, no bikeways are planned.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2; Med. -; Shldrs. -; Parking -

Proposed: No. Lanes 2; Med. -; Shldrs. -; Parking -

Traffic: Existing Facility: Existing ADT ______; Projected ADT ______; Yr. ______

Existing Level of Service Major Collector

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service Major Collector

734-3953 (10-75)

Right of Way: Additional anticipated No____; if yes, give approx. No. Parcels________
Yes, No

Acres________; Type of Relocation Req.__________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined during preliminary engineering.

Type of Structure(s): Prestressed slab span bridges, approximately 30' x 30'. Two travel lanes. Drainage openings to remain as per irrigation permit.

Brief Description of River or Stream and Type of Involvement, if any:

All four areas are over irrigation diversion channels out of Hart Lake. The opening and sill elevations will have to be maintained. A copy of the irrigation permit on file.

Local City, County or COG priorities of project:

Lake County Commission Priority No. 2, FAS-C project.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No build.

Other Descriptive Information or Comments:

Culverts were considered as an alternative replacement for the bridges, but in contacting the Watermaster in Lake County, it was found legally impossible due to the permit.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located in Eastern Oregon's Warner Valley, at an elevation of 4,500 feet. The road lies on the north edge of Hart Lake. On the north side of the road is irrigated pasture and hay lands.

The project area is noted for its wildlife. Waterfowl frequent the surrounding lake in the valley. Antelope, deer, and upland game birds are relatively abundant.

2. Cultural:

The proposed project is located in a sparesly populated area of the State. Local economy is primarily based on farming and ranching. Recreation is also important. Hart Mountain Antelope Refuge lies immediately east of the project. No archaeological resources are expected to be encountered, due to limited scope of the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   None

2. Estimated Impact on Traffic Patterns:

   Two way traffic will be much more easily accommodated on the structures.

   Consequences--Air Quality, Noise, Safety, etc.:

   No significant impacts on air quality and noise. Safety will be enhanced by widening the bridges.

3. Estimated Impact on Land Use:

   None

   Consequences:

   N/A

4. Expected Impact on Natural Ecological Resources:

   No significant impact.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   None

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With: Consistant with local land use plans and environmental standards.

a. Clean Air Implementation Plans

b. Noise Standards The project is unrelated to traffic noise as it does not materiall affect the volume or speed of trucks or automobiles. FHPM 7-7-3 does not apply. A noise study report is not required.

c. Water Quality Standards

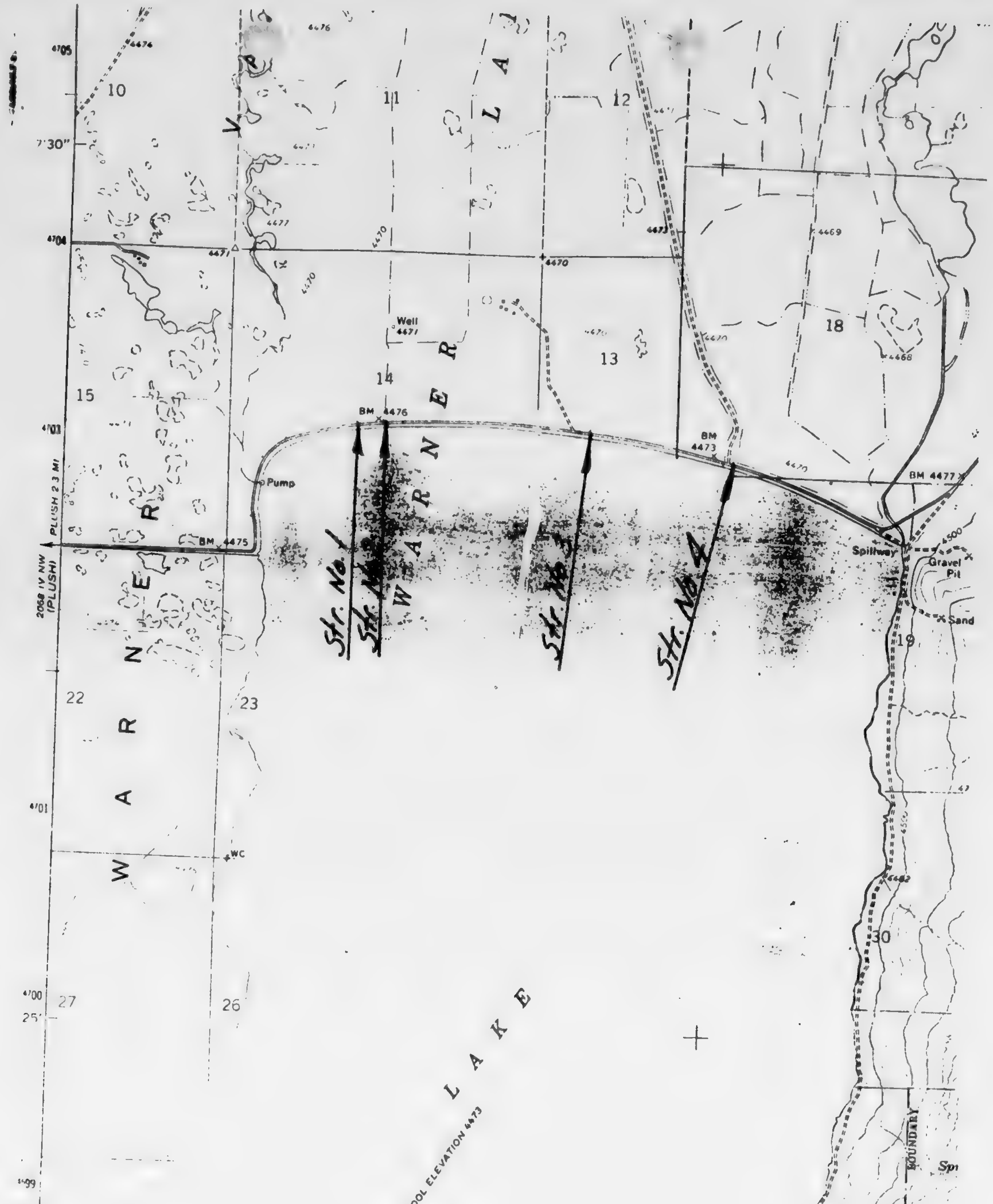
d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----	------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Action is non-major in scale since no additional right-of-way is involved, controversial issues are nonexistant and adverse envirnmental impacts are lacking.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4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Pump
Spillway
Gravel Pit
Sand
4500
19
22
23
26
27
30
31
WC
25'
PLUSH 2.3 MI
2068 IV NW (PLUSH)
WARNER VALLEY
WARNER LAKE
WARNER
HART LAKE
NORMAL POOL ELEVATION 4473
St. No. 1
St. No. 2
St. No. 3
St. No. 4
4482
REFUGE BOUNDARY
Spring
T 36 S
T 37 S
MC
4540
AP
4482

Abstract of Permit No. 27386

Application No. 25204 *Certificate No.*

Name Hart Lake Water Users Association, A non-profit Corporation c/o Forrest E. Cooper, Attorney

Address Box 750 Lakeview, Oregon

Source of water supply Hart Lake Reservoir, to be constructed under application No. R-25203, permit No. R-2630

Use Supplemental Irrigation

Point of diversion Please see attached sheet. (Pg. 1)

Number of acres 6,472.15

DESCRIPTION OF LAND TO BE IRRIGATED OR PLACE OF USE

Twp.	Range	Sec.	NE¼				NW¼				SW¼				SE¼			
			NE¼	NW¼	SW¼	SE¼	NE¼	NW¼	SW¼	SE¼	NE¼	NW¼	SW¼	SE¼	NE¼	NW¼	SW¼	SE¼

PLEASE SEE ATTACHED SHEET (pg. 2)

6,472
3
19,416
Max

Priority date August 30, 1950

Amount of water 47,400 a.f. stored water only

Time limit to begin construction August 8, 1962

Time limit to complete construction 10/1/63 *extended to* *extended to*

Time limit to completely apply water 10/1/64 *extended to* *extended to*

Remarks: This appropriation shall be limited to a diversion of 3 a.f. for each acre irrigated during the irrigation season of each year and the right allowed hereunder for the appropriation of water for lands having a valid prior right shall be limited to the amount necessary to make up any deficiency in water available to said lands under said prior right and the amount allowed herein, together with the amount secured under any other right existing for said lands, shall be limited by the duty of water as fixed herein, and shall be subject to such reasonable rotation system as may be ordered by the proper state officer.

Permit No. 27386
Appl. No. 25204

POINTS OF DIVERSION

#1-Diversion point location being S. 32° 05' E. 403 ft. from the W½ corner Section 23; being within Lot 1 (NW¼SW¼) Section 23, T. 36 S., R. 24 E., W.M., in the county of Lake.

#2-Diversion consists of a 30" diameter pipe equipped with screw type gate. Located 150' N. and 300' E. from the W½ cornor Sec. 23; being within Lot 4 (SW¼NW¼) Section 23, T. 36 S., R. 24 E., W.M., in the county of Lake.

#3-Direct and pumping diversion. 15 ft. wide channel, old wooden floor, located 20 ft. East from the meander corner common to sections 14 and 23 of T. 36 S., R. 24 E., W.M. Being on the South side of the extended North line of Lot 3 (NW¼NW¼) of Sec. 23, T. 36 S., R. 24 E., W.M., in the county of Lake.

#4-Direct & pumping diversion 20 ft. opening with concrete sill elevation 4472.25+ located N. 20° 03' E. 1376.4 ft. from the SW corner of Section 14; being within Lot 5 (SW¼SW¼) of Section 14, T. 36 S., R. 24 E., W.M., in the county of Lake.

? 3000'?

1 #5-Direct and pumping diversion 16 ft. opening, concrete sill, elevation 4472.25+ Located N. 41° 53' East, 3900.5 ft. from the SW corner of Section 14; being within Lot 3 (NE¼SW¼) of Section 14, T. 36 S., R. 24 E., W.M., in the county of Lake.

2 #6-Direct and pumping diversion 16 ft. opening. Concrete sill. Elevation 4472.25+. Being N. 46° 59' East 3462 ft. from the SW corner of Section 14; being within Lot 2 (NW¼SE¼) Section 14, T. 36 S., R. 24 E., W.M., in the county of Lake.

3 #7-Direct diversion 16 ft. opening. Concrete sill. Elevation 4472.25+. Located approximately 3,000 ft. South and 700 ft. East from the NW corner of Sec. 13, T. 36 S., R. 24 E., W.M.

4 #8-Direct and pumping diversion. 16 ft. opening. Concrete sill elevation 4472.25+ Located N. 77° 18' East, 8745 ft. from the SW corner of Section 14, T. 36 S., R. 24 E., W.M. Being with Lot 12 (SW¼SW¼) of Section 18, T. 36 S., R. 25 E., W.M., in the county of Lake.

#9-Hart Lake Spillway, direct and pumping diversion. Concrete spillway 150 ft. long with 25 bents of 5 ft. openings. Elevation 4473.25+. 20 ft. wide concrete overflow apron and roadway. Being with Lot 8 (NW¼NE¼) of Sec. 19, T. 36 S., R. 25 E., W.M., in the county of Lake

#10-Emergency headgate and wasteway. Located 25 ft. East from the East end of the Hart Lake Spillway. Heavy timber construction with 24 ft. bridge and roadway over. 30 ft. wide by 3 ft. deep below bridge stringers. Two 12 ft. openings controlled by flash boards. Being within Lot 8 (NW¼NE¼) of Section 19, T. 36 S., R. 25 E., W.M., in the county of Lake.

Abstract of Permit No. 27386

Application No. 25204 *Certificate No.*

DESCRIPTION OF LAND TO BE IRRIGATED OR PLACE OF USE

Twp.	Range	Sec.	NE¼				NW¼				SW¼				SE¼			
			NE¼	NW¼	SW¼	SE¼	NE¼	NW¼	SW¼	SE¼	NE¼	NW¼	SW¼	SE¼	NE¼	NW¼	SW¼	SE¼
35 S	24 E	24					L.1 20	10	L.2 40	L.5 30	L.6 38	L.3 32	L.4 26.50					
													(L.7) 46.60					
		25					(L.6) 38.80		L.2 40	L.3 L.7	L.4 33.30	40	40	L.5 33.30				
								L.1 32		3330								
		35													10		5	40
		36					L.1 3330	40	40	L.2 3330	L.3 3330	40	40	L.4 33.30				
35 S	25 E	19							L.1 L.3 10									
		30							L.9 27		L.15 16	L.16 32	L.4 40	L.17 38		L.14 25	L.18 23	
		31		L.9 27	L.12 14		L.10 27					L.3 40	L.4 39	35				
								(L.1) 53.0	(L. 2) 45.0		L.5 L.15 40							
										L.11 35								
36 S	24 E	1					L.1 32.74	L.2 36.65	40	L.3 35.27	L.4 35.25	40	40	L.5 35.22				
		2	L.1 36.35	L.2 20	30	40					30		30	40	40	40	40	40
		10	30		10	40									40	40	40	40
		11	40	40	40	40	40	40	40	40	40	38.50	38.30	40	40	40	40	40
		12					L.1 36.05	40	40	L.2 34.75	L.3 34.75	40	40	L.4 34.15				
		13					L.1 34	L.2 37.56	L.3 32.63	L.4 34	L.5 14	L.6 11						
								(L.7) (5.35)				(L.7) (5.35)						
		14	40	40	40	40	40	40	40	40	L.3 14.20	L.4 27.40	L.5 12.20		L.1 .10	L.2 6.70		
		15	25	39	40	40	30	15	14	40	39.75		30	40	34	40	38.80	39.90
		22	25.80	39.80	37	38	38.50	L.1 L.9 23.50		L.3 L.10 24					35	L.8 21		L.7 .50
		23						L.3 21.60	L.4 14			L.1 13	L.2 14					
36 S	25E	6		L.8 23	L.7 20		L.9 34	L.10 38	L.11 40.10	40	35	L.12 40.13	L.13 40.26	40		L.3 L.6 27	L.4 L.5 40	10

State Printing 36563

Abstract of Permit No. 27386

Application No. 25204 *Certificate No.*

DESCRIPTION OF LAND TO BE IRRIGATED OR PLACE OF USE

Twp.	Range	Sec.	NE¼				NW¼				SW¼				SE¼			
			NE¼	NW¼	SW¼	SE¼	NE¼	NW¼	SW¼	SE¼	NE¼	NW¼	SW¼	SE¼	NE¼	NW¼	SW¼	SE¼
36 S	25 E	7	L.1 35	L.8 40	40	L.2 L.7 40	40	L.9 40.26	L.10 40.18	40	40	L.11 40.10	L.12 40.02	40	L.3 L.6 37	39	31	L.4 L.5 38
		8						12	28			25	19					
		18	L.1 L.8 29	34	31	L.2 L.7 38	40	L.9 40	L.10 40	40	40	L.11 40	L.12 37.08	40	L.3 L.6 37	37	L.5 41.30	L.4 26
		19		L.8 22			L.9 6											

State Printing 36565

HLB0001 11

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Hart Lake Bridge Replacements

Date June 16, 1978

Highway FAS B 329

Authorization No. 1

County Lake

Survey Prefix 519-1925 (Assigned by Salem office)

Description of termini, route, length, etc.:

Replace structures at M. P. 3.71, 3.80, 4.47 and 4.97

Purpose of survey:

Prepare plans, specifications, and estimate of cost for replacing structure.

RS-B329(1)
1-4-79

Estimate of cost:	Field	901	4,000
	Plans	905	500
	Bridge	906	5,000
	Soils	910	500
	Hydraulics	918	500
	Specifications	921	500
	~~Found. Expl.~~	~~926~~	~~1,500~~

Total estimated cost of survey $12,500

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*19760-734

M

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
June 16, 1978

FILE: PRE LOC

FROM: L. R. Asburry
Region Federal Aid Engineer

TO: D. H. Moehring
Project Management

SUBJECT: Hart Lake Bridge Replacements
FAS B-329
Lake County

Enclosed is an application for a FAS-C project in Lake County. This project consists of replacing four timber structures on FAS B-329.

Also included is an Authority for Survey for the preliminary engineering.

The Project Assessment has been submitted directly to the Environment Section.

LRA:pw
cc: Wayne Cobine
Harold Brainerd

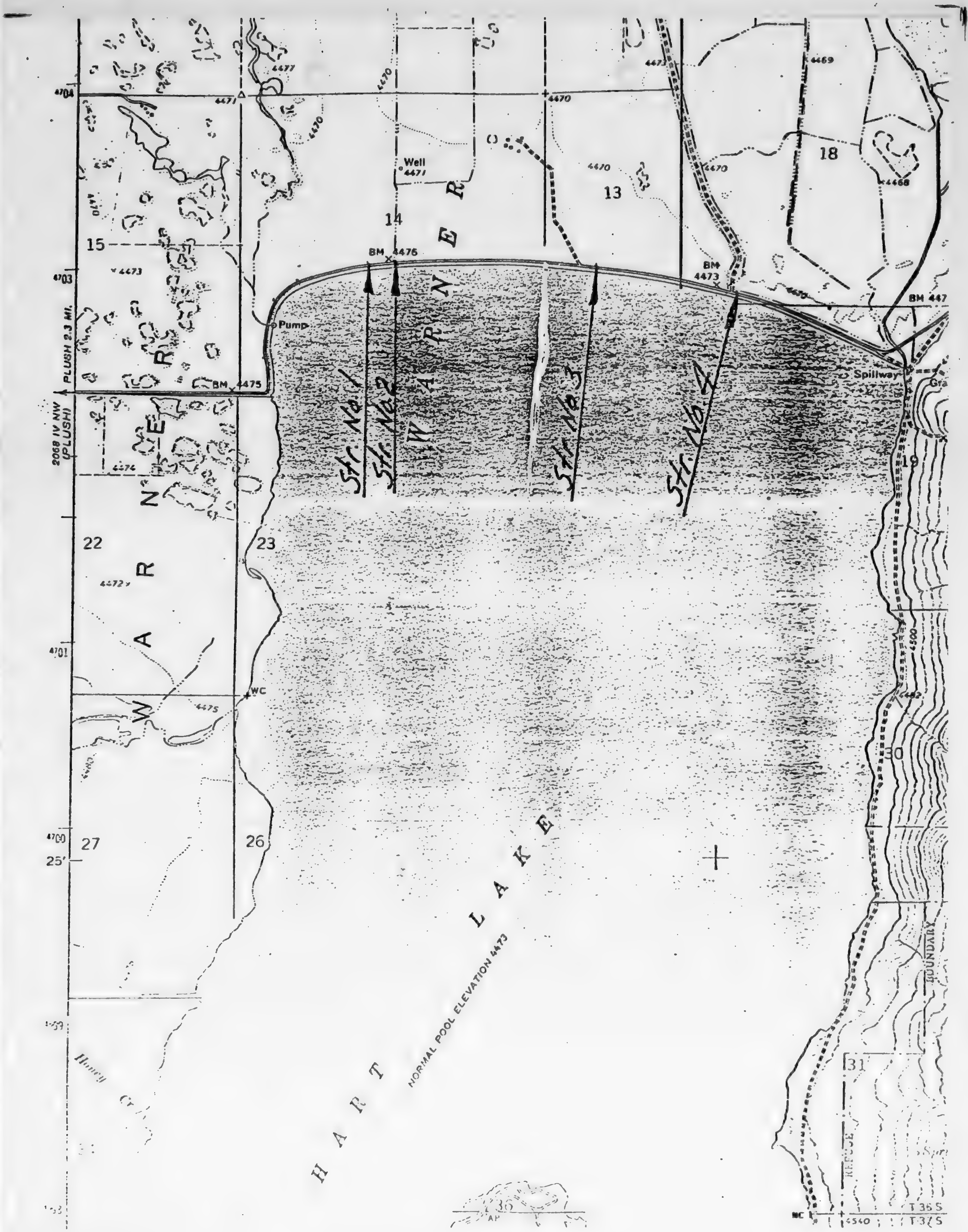
Enclosure

if

Ⓦ

M

Reynoldson
We're already overcommitted for '79
We cannot add the Const but if
Co will give letter process
PE at this tim



Str. No. 1
Str. No. 2
Str. No. 3
Str. No. 4
WARNER
WARNER
WARNER
HART LAKE
NORMAL POOL ELEVATION 4473
BM 4476
BM 4473
BM 4475
BM 447
Pump
Spillway
Well 4471
4471
4477
4470
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WC
25'
4704
4703
4701
4700
2068 IV NW (PLUSH)
PLUSH 2.3 MI.
Honey Cr.
BOUNDARY
REFUGE
T 36 S
T 37 S

FEDERAL AID PROJECT REQUEST

Date May 17, 1978

Applicant Agency Lake County

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. B 329 Route Name County Road No. 3-12

Project Name Hart Lake Bridge Replacement

Project Length ____ Project Location (Attach sketch map) ⬅

Project Description Replace four wooden structures with reinforced concrete structures

Average Daily Traffic ____ Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) ⬅

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Sidewalks ____

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch) ⬅

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? by applicant

4. **Permanent Striping:**

Include in project or by applicant? N/A

IV. **ILLUMINATION DATA**

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. **STRUCTURE DATA** Structure No. 1

1. **Existing Structure:**

Location M.P. 3.71, Lot 3, Sec. 14, T 36S, R 24E, WM

Type Treated Timber

Approach Roadway Width 24 Shoulder Width 0

Length 20 Width 18

To remain in place? No

2. **Proposed Structure:**

Location Same as existing.

Approximate Size: Length 30 Width 30

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes, telephone cable, Beaver State Telephone Co.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Traffic to be maintained during construction

Remarks

V. STRUCTURE DATA Structure No. 2

1. Existing Structure:

Location M.P. 3.80, Lot 2, Section 14, T 36S, R 24E, WM

Type Treated Timber

Approach Roadway Width 24 Shoulder Width

Length 20 Width 18

To remain in place? No

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 30 Width 30

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes, telephone cable Beaver State Telephone Co.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Traffic to be maintained during construction.

Remarks

V. STRUCTURE DATA

1. **Existing Struc re:** Structure No. 3

Location MP 4.47, Section 13, T 36S, R 24E, WM

Type Treated timber

Approach Roadway Width 24 Shoulder Width 18

Length 20 Width

To remain in place? No

2. **Proposed Structure:**

Location Same as existing

Approximate Size: Length 30 Width 30

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes, telephone cable. Beaver State Telephone Co.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Traffic to be maintained during construction.

Remarks

V. STRUCTURE DATA Structure No. 4

1. **Existing Structure:**

Location M.P. 4.97 Lot 12, Sec. 18, T 36S, R 25E, WM

Type Treated timber

Approach Roadway Width 24 Shoulder Width

Length 20 Width 18

To remain in place? No

2. **Proposed Structure:**

Location Same as existing

Approximate Size: Length 30 Width 30

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes, telephone cable. Beaver State Telephone Co.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Traffic to be maintained during construction.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Lake County Office
2.	Environmental	ODOT Office
3.	Public Hearing	Lake County Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes X No__________

If "yes," describe briefly: County to construct approaches to bridges

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	$144,000.
Railroad	
Other__________	
Preliminary engineering	7,000.
PROJECT TOTAL	$ 151,000.

Remarks__________

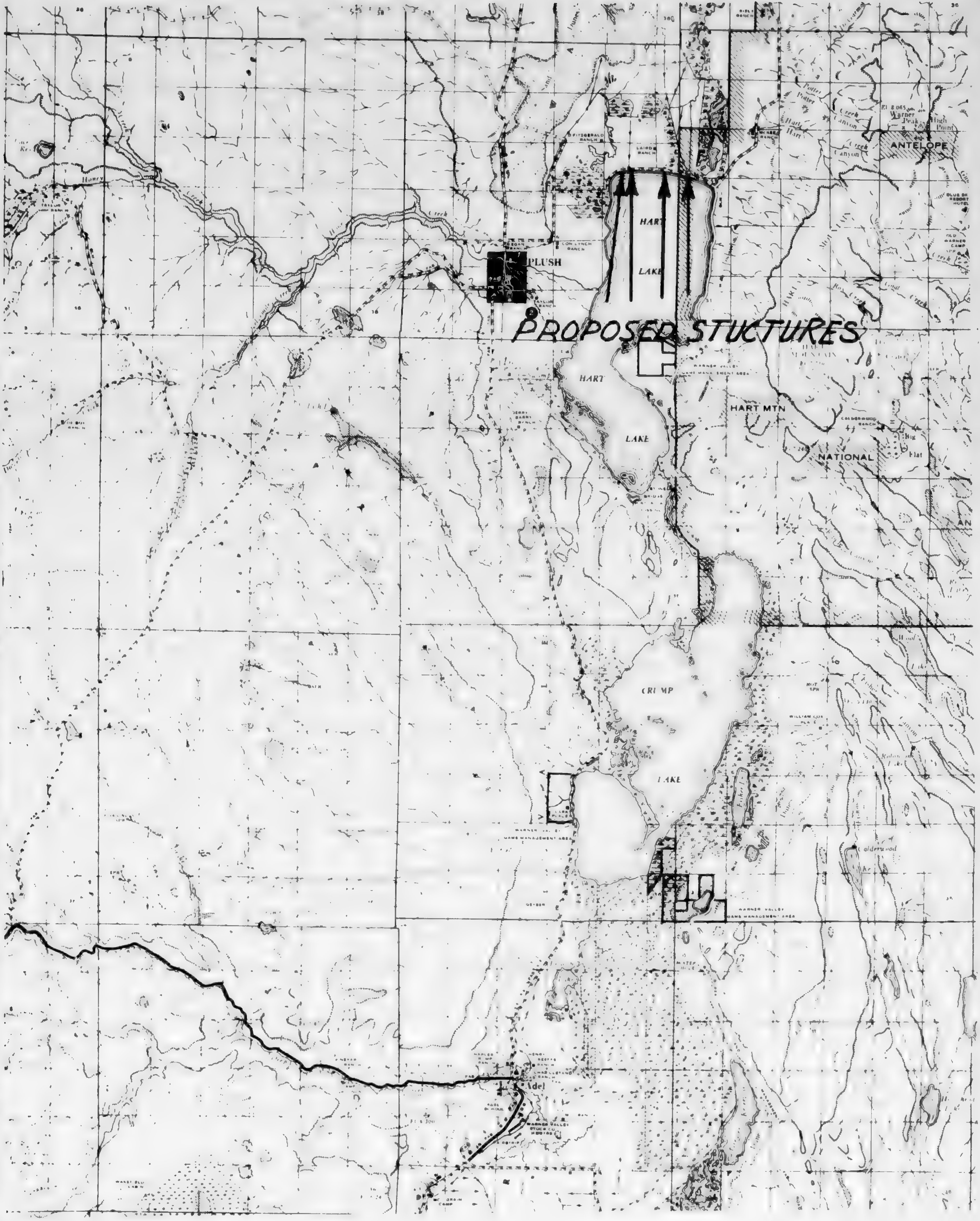
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or LAKE COUNTY

By__________ By George Carlo

By__________ By Leslie Skow

By__________


PROPOSED STUCTURES
PLUSH
HART LAKE
HART LAKE
CRUMP LAKE
HART MTN
NATIONAL
ANTELOPE
Warner Peak
High Point
Potter Creek Canyon
Hart Creek Canyon
FITZGERALD RANCH
LAIRD RANCH
CON LYNCH RANCH
WARNER VALLEY GAME MANAGEMENT AREA
WARNER VALLEY GAME MANAGEMENT AREA
Adel
Honey Creek

1980 Greenwood St.-Alamo St. 9135
(Enterprise) Sec. of West 2nd St.
(Grading & paving)

C&A 6898 3-9-79
C&A 6335 11-9-77

[illegible]

9135

HIGHWAY DIVISION INVOICE

INVOICE NUMBER
133576 P

DATE
2-9-82

YOUR ORDER NUMBER

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

BILLING REQ. NUMBER
CC 81-63 REVISED

CODE
ENTERPC

•CITY OF ENTERPRISE
•CITY HALL
•ENTERPRISE OR 97828
•

ATTN: HON. WITT BARNETT

CREDIT DISTRIBUTION

322.00	330.00
332-1052-296-00-000	330.00
332-1052-295-00-000	(330.00)

DESCRIPTION	TOTAL PRICE
FINAL BILLING - GREENWOOD ST-ALAMO ST SECTION. THIS IS AN OFF-SYSTEM PROJECT, NO. SOS-3201(1).	

TOTAL PROJECT COST	102,000.00		
LESS FEDERAL FUNDS	(66,000.00)		
LESS SCA FUNDS	(25,000.00)		
LESS CITY ADVANCE DEPOSIT	(10,670.00)	AMOUNT DUE STATE	330.00

SEE BILLING FOR THIS PROJECT DATED 11-10-81
SEE AGREEMENT NO. 6898 FOR THIS PROJECT.

110.00
FINAL

↑ FOLD

734-1150 (6-81)

P

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-18-82	CC 81-63 Revised		332-1491-295 332-1999-295 332-1052-295

BILL TO: Code:

City of Enterprise
City Hall
Enterprise, Oregon 97828
Attn: Hon. Witt Barnett

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING - Greenwood St.-Alamo St. Section This is an OFF-SYSTEM Project #SOS-3201(1).			
Total Project Cost			$ 102,000.00
Less Federal Funds			66,000.00
Less SCA Funds			25,000.00
Less City Advance Deposit			10,670.00
AMOUNT DUE STATE			$ 330.00
See billing for this project dated 11-10-81 See agreement (#6898) for this project.			

(Please send copy of itemized statement with billing)

Advance Deposit Amount	25,000.00 $ 10,670.00
Advance Deposit Previously Transferred to Highway Fund	$ 13,470.00
Balance	$ 3,200.00
Transfer to Highway Fund	$ 3,200.00
Refund Due	$ -----
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 2072, CC 1958

Amount Due . . . . . $ 330.00

Submitted by:

Harold Reynoldson
Hal Reynoldson

Approved:

D. E. Swan
D. E. Swan

Form 734 1191 (Rev 1-79)

SP*35736 7

p

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. E. Swan
Operation Programming Engineer

DATE: January 11, 1982

SUBJECT: Greenwood St. - Alamo St. Section
West Second St.
Contract No. 9135, Project No. sos- 3201(1)
Enterprise

J. A. Schlieski, Project Manager for the above subject project, has carefully reviewed his engineering charges and substantially agrees with the final figure shown by the Accounting Section.

During the construction of the project, Mr. Schlieski worked very closely with the City to insure that the maximum cost of $102,000, as shown in Agreement number 6898, would not be exceeded. However, because of showing $850.88 more in contingencies in the contract authorization than was shown in your letter of 5/12/80 to the City; rise of $348 in preliminary engineering and unanticipated lab. charges, the final costs got away from us.

Under the terms of Agreement number 6898, the City is obligated to a maximum participation of $11,000. To date they have paid $10,670 leaving a balance of $330 to be paid by the City which, in my opinion, is the maximum amount we collect.

This leaves $1,316.70 to be accounted for. Is it possible to transfer some unused SCA Funds or SOS Funds to this project to balance out the books?

Roger C. Lang
Region Federal Aid Specialist

RCL/dp
cc: J. A. Schlieski
Jan Peterson

9135

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

December 31, 1981

The Hon. W. H. Barnett
Mayor of Enterprise
City Hall
Enterprise, Oregon 97828

Dear Bill:

Thank you for your letter of December 28, 1981 expressing your concerns about the final billing on the Greenwood St.-Alamo St. Section (West 2nd Street), Project No. SOS-3201(1), Contract No. 9135.

I am very much aware of the language to Article 6, Agreement No. 6898 identifying the maximum amount of matching money available from the City.

During the construction of the project, Resident Engineer Joe Schlieski made every effort to keep a tight rein on the job costs because of the funding. Some revisions were necessary because of encountering undesirable material in the subgrade which had to be excavated and backfilled with rock.

We are in the process of checking the job records and engineering costs very closely at this time. There is some discrepancy between Mr. Schlieski's engineering charges and those costs shown by our accounting section. It may be possible some error has occurred in the final accounting.

Please bear with us while we re-examine the engineering charges.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
cc: [redacted]
J. A. Schlieski w/enc.

City Of Enterprise
108 N.E. First
Enterprise, Oregon 97828

☐ RE ☐ RCE ☐ RME ☑ ROE
☑ RFA DEC 31 1981 ☐
RECEIVED
REGION 5 OFFICE

December 28, 1981

Oregon State Highway Division
P. O. Box 850
La Grande, OR 97850

Re: Project # SOS - 3201 (1)
Greenwood St. - Alamo St.
Section W. 2nd Street

Gentlemen:

The City has received a final bill for an additional amount of $1,646.70 on the above project.

Agreement #6898 signed February 14, 1979 by both the City and the State Department of Transportation, Highway Division, provided in Article 6 that the total project cost would not exceed $102,000, of which the City's share would be no more than $11,000.

There appears to be a discrepancy in this billing.

Sincerely,

W H Barnett
W. H. Barnett
Mayor

[illegible] D. E. [illegible]

1133

133201

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER 133201

BILLING REQ. NUMBER CC -81-63

DATE 11/30/81

YOUR ORDER NUMBER

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE ENTERPC

CREDIT DISTRIBUTION

322.00	$1,646.70
332-1052-296-00-000	1,646.70
332-1052-295-00-000	(1,646.70)

City of Enterprise
City Hall
Enterprise, OR 97828

Attn: Hon. Witt Barnett

DESCRIPTION

TOTAL PRICE

FOLD

Final Billing - Greenwood St.-Alamo St. Section.
This is an Off-System Project
#SOS-3201(1).

Total Project Cost	$103,316.70
Less Federal Funds	66,000.00
Less SCA Funds	25,000.00
Less City Advance Deposit	10,670.00
AMOUNT DUE STATE	$ 1,646.70

Final Billing

110.00

73-1150 (6-81)

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-10-81	CC-81-63		332-1491-295 332-1999-295 332-1052-295

BILL TO: Code:

City of Enterprise
City Hall
Enterprise, OR 97828
Attn: Hon. Witt Barnett

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing - Greenwood St.-Alamo St. Section. This is an Off-System Project #SOS-3201(1).			

Total Project Cost	$103,316.70
Less Federal Funds	66,000.00
Less SCA Funds	25,000.00
Less City Advance Deposit	10,670.00
AMOUNT DUE STATE	$ 1,646.70

Advance Deposit Amount	25,000.00 $ 10,670.00
Advance Deposit Previously Transferred to Highway Fund	$ 13,470.00
Balance	$ 3,200.00
Transfer to Highway Fund	$ 3,200.00
Refund Due	$ ---
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 2072, CC 1958

Amount Due . . . . . $ 1,646.70

Submitted by:
Harold Reynoldson
Hal Reynoldson

Approved:
D E Swan
D.E. SWAN

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 11-10-81

CITY Enterprise **Contract No.** 9135 **Date Completed** 9-24-80

PROJECT # SOS-3201(1) **Section** Greenwood St.-Alamo St. Section W. 2nd Street

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E. (With SOS Funds)	$ 1.960.79
P.E. City Share prior to SOS funding using SCA Agreement	
$6412.82 \times \frac{47690.89}{87690.89}$	3,487.62
TOTAL P.E.	$ 5,448.41
Construction	
Payment to Contractor	$ 87,690.89
Engineering	10,177.40
Total Construction Cost	$ 97,868.29

Total Project Cost To City ------- $103,316.70

City's share of project costs are:

Total project cost	$103,316.70
Less Federal Funds	66,000.00
Less SCA Funds	25,000.00
Less City Advance Deposit	10,670.00
YET DUE STATE	$ 1,646.70

Reference: Billing Form CC 81-63

MEMORANDUM

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. SOS-3201(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-3-79 To: 5-4-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			*Federal Fund limited		
$ 1,960.79	$ 1,957.75	88.18%	$ 1,726.34	$ 1,726.34	$ 0.00
97,840.02	72,889.16	88.18%	64,273.66	64,273.66	0.00
$99,800.81	$74,846.91	88.18%	$66,000.00	$66,000.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		8/13/81 V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Greenwood St.-Alamo St. (Enterprise)					
	Enterprise City Street					
	Preliminary Engineering					
	Type Code P.E.					
	State		All Required		$ 1,957.75	
	Construction					
	Type Code 6201					
	Roadway (Sta. 8+15 To Sta. 19+50)					
	Final Contract Payment Summary		Lump Sum		72,889.16	
	Construction Engineering					
	State		All Required		330.00	
	Liquidated Damages		Lump Sum		(330.00)	
	Total Participating Construction Engineering				-0-	
	Total Participating Cost				$74,846.91	
	Nonparticipating Cost					
	P.E. State		All Required		3.04	
	Final Contract Payment Summary		Lump Sum		14,756.48	
	Interest on Final Payments		All Required		45.25	
	Construction Engineering		All Required		10,149.13	
	Total Nonparticipating Cost				$24,953.90	
	Total Project Cost				$99,800.81	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/13/81.					
	AMOUNT CARRIED FORWARD					

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                                                                                                      STATE
0016490000063081 CONT NO         FA PROJ NOS                                                5,284.46
                       332    1491     295      00                                         10,568.92CR
                       332    1491     296      00                                          3,430.23
                       332    1491     901      00                                              8.92
                       332    1491     901      00 &                                           10.72
                       332    1491     901      00 -                                        1,339.38
                       332    1491     905      00                                            931.96
                       332    1491     910      00                                            143.54
                       332    1491     911      00                                            233.41
                       332    1491     914      00                                            167.06
                       332    1491     921      00                                             10.76
                       332    1491     922      00                                            136.84
                       332    1491     923      00                                          1,128.36  **
                                  ** JOB TOTALS **                 **                 **

                                                                                                      STATE
0016490000063081 CONT NO         FA PROJ NOS                                                   39.20
                       334    1478     901      00                  .06          230.74       536.03
                       334    1478     906      00                                            926.76
                       334    1478     927      00                                          1,501.99  **
                                  ** JOB TOTALS **                 06  **        230.74  **

                                                                                                      STATE
0016490000063081 CONT NO 0000    FA PROJ NOS                                                2,147.68
                       336    1466     901      00                                          1,513.10
                       336    1466     905      00                                            401.40
                       336    1466     905      00 &                                            1.40
                       336    1466     906      00                                            938.29
                       336    1466     910      00                                              5.00
                       336    1466     910      00 &                                          319.59
                       336    1466     911      00



                                                                         JUNE 1981        PAGE  535
AL TO DATE JOB COST SUMMARY
                                                                          FISCAL         GRAND TOTAL
SCRIPTION OF JOB OR DEPARTMENT    PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                                                                                2.00
                        336    1466     914      00                                          1,329.76
                        336    1466     921      00                                             18.12
                        336    1466     922      00                                          6,676.34  **
                                   ** JOB TOTALS **                 **                 **

                                                                                                      STATE
0016490000063081 CONT NO         FA PRO          00              42.76         1,168.71      6,234.86
                        336    1474                00                            2,178.52      2,178.52
                        336    1474     905      00                              234.24        234.24
                        336    1474     905      00 &           98 90            619.98      1,199.31
                        336    1474     910      00                                            132.94
                        336    1474     911      00                                3.60          3.60
                        336    1474     914      00                              814.62        814.62
                        336    1474     921      00                               21.22         21.22
                        336    1474     922      00
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1128.36
5284.46
-6412.82

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TOTAL TO DATE JOB COST SUMMARY                                                          AUGUST 1981         PAGE  541
                                                                                           FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR  CURRENT MONTH      YEAR TO DATE         TO DATE
                                   331    1947        298     00 N 9      314.79          1,059.59          10,644.61
                                   331    1947        901     00 P 1                         99.99           9,717.59
                                   331    1947        905     00 P 1    1,540.48          2,046.06           2,046.06
                                   331    1947        910     00 P 1                         19.43           1,566.54
                                   331    1947        911     00 P 1                        263.99             431.74
                                   331    1947        920     00 P 1                                            15.42
                                   331    1947        923     00 P 1                                            15.30
                                                      TOT        P1     1,540.48          2,429.47          13,792.65
                                                   ** JOB TOTALS **     1,540.48   **     2,429.47   **     13,792.65   **

   ALAMO ST-GRNWD ST               CONT NO 0000 * FA PROJ NOS SOS 201001 100
                                   332    1999        295     00 N 9                                           515.54
                                   332    1999        296     00 N 9        1.12              1.12       [illegible],241.88CR
                                   332    1999        298     00 N 9        1.12CR            1.12CR     [illegible],726.34
                                   332    1999        901     00 P 1        3.04CR            3.04CR           140.87
                                   332    1999        901     00 N 1        3.04              3.04               3.04
                                   332    1999        905     00 P 1                                           971.48
                                   332    1999        914     00 P 1                                             2.00
                                   332    1999        920     00 P 1                                            67.34
                                   332    1999        921     00 P 1                                           607.34
                                   332    1999        922     00 P 1                                             8.68
                                   332    1999        923     00 P 1                                           160.04
                                                      TOT        P1         3.04CR            3.04CR         1,957.75
                                                      TOT        N1         3.04              3.04               3.04
                                                   ** JOB TOTALS **                **                **      1,960.79   **

                                                                                                                        STATE
   MOSIER-DALLES HY TO W 10        CONT NO      * FA PROJ NOS M   031001 100
                                   333    1931        296     00 N 9                                        27,825.40CR
                                   333    1931        297     00 N 9                                         1,700.00
                                   333    1931        298     00 N 9                                        26,125.40
                                   333    1931        901     00 P 1                                        16,129.74
                                   333    1931        905     00 P 1                                         4,440.90
                                   333    1931        909     00 P 1                                         5,304.57
                                   333    1931        910     00 P 1                                           812.83
                                   333    1931        911     00 P 1                                           581.40
                                   333    1931        913     00 P 1                                           491.10
                                   333    1931        914     00 P 1                                            35.90
                                   333    1931        918     00 P 1                                           589.63
                                   333    1931        920     00 P 1                                           161.19
                                   333    1931        921     00 P 1                                         1,051.88
                                   333    1931        922     00 P 1                                            19.87
                                   333    1931        923     00 P 1                                           151.08
                                   333    1931        950     00 P 1                                            57.71
                                   333    1931        980     00 P 1                                           631.98
                                                      TOT        P1                                         30,459.83
                                                   ** JOB TOTALS **                **                **     30,459.83   **
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TOTAL TO DATE JOB COST SUMMARY                                                   AUGUST 1981       PAGE  185

                                                                                     FISCAL        GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR  CURRENT MONTH    YEAR TO DATE       TO DATE       BEG    END
                                   331   1098      945     00 P 2                                         3.46      81     81
                                   331   1098      950     00 P 1                                       173.23      79     79
                                   331   1098      950     00 P 2                                         9.11      79     79
                                   331   1098      985     00 P 1                                       215.37      79     79
                                   331   1098      985     00 P 2                                        11.33
                                                   TOT        P1                                   202,619.10
                                                   TOT        P2                                   214,169.04
                                                   TOT        N1                                     4,959.34CR
                                                   TOT        N2                                        14.66CR
                                                ** JOB TOTALS **                 **              ** 2,411,814.14  **

                                                                                                                  STATE
  GREENWOOD ST - ALAMO ST          CONT NO 9135 * FA PROJ NOS SOS 201001 100
                                   332   1052      201     00 P 1     14,756.48CR     14,756.48CR     72,889.16      80     81
                                   332   1052      201     00 N 1     14,756.48       14,756.48       14,756.48      81     81
                                   332   1052      203     00 P 1                                        330.00CR    80     80
                                   332   1052      206     00 N 1                                         45.25      81     81
                                   332   1052      296     00 N 9         34.66CR         34.66CR     71,943.66CR    80     81
                                   332   1052      297     00 N 9                                       7,670.00     80     80
                                   332   1052      298     00 N 9         34.66           34.66       64,273.66      80     81
                                   332   1052      900     00 P 1     10,059.15CR     10,059.15CR        330.00      80     81
                                   332   1052      900     00 N 1     10,059.15       10,059.15       10,065.03      80     81
                                   332   1052      920     00 P 1         46.01CR         46.01CR                    80     81
                                   332   1052      920     00 N 1         46.01           46.01           46.01      81
                                   332   1052      945     00 P 1         38.09CR         38.09CR
                                   332   1052      945     00 N 1         38.09           38.09           38.09
                                   332   1052      948     00 N 1         28.27           28.27           28.27
                                                   TOT        P1      24,899.73CR     24,899.73CR     72,889.16
                                                   TOT        N1      24,928.00       24,928.00       24,979.13
                                                ** JOB TOTALS **          28.27  **       28.27  **   97,868.29  **

                                                                                                                  STATE
  HEISLER-COURT ST, DUFUR          CONT NO       * FA PROJ NOS SOS 301001 100
                                   333   1024      900     00 P 1                                        154.37      79     79
                                   333   1024      920     00 P 1                                         25.48      79     79
                                                   TOT        P1                                         179.85
                                                ** JOB TOTALS **                 **              **      179.85  **

                                                                                                                  STATE
  HEISLER ST-COURTST-DUFUR         CONT NO       * FA PROJ NOS SOS 301001 100
                                   333   1025      900     00 P 1                                         31.92      79     79
                                                   TOT        P1                                          31.92
                                                ** JOB TOTALS **                 **              **       31.92  **

                                                                                                                  STATE
  MOSIER/THE DALLES-W 8TH          CONT NO 9242   FA PROJ NOS M   031003 100
                                   333   1028      201     00 P 1     61,156.37      112,594.87      258,332.55      81     81
                                   333   1028      204     00 P 1      3,057.82CR      5,629.75CR     12,916.63CR    81     81
                                   333   1028      296     00 N 9     43,320.42CR     75,989.99CR    185,217.82CR    81     81
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ELGIN-N 9TH AVE-N 10TH AVE    CONT NO       FA PROJ NOS                                                                  STATE
                                   331   1718     900      00                        12,500.00          25,000.00
                                                ** JOB TOTALS **              **     12,500.00  **      25,000.00  **

GRNWOOD-ALIMO-W 2ND ST ENTPRS CONT NO       FA PROJ NOS                                                                  STATE
                                   332   1710     900      00                                           25,000.00
                                                ** JOB TOTALS **              **                **      25,000.00  **

SHERWOOD-STELLA OLSEN PARK-NW CONT NO       FA PROJ NOS                                                                  STATE
                                   334   1722     900      00                                           12,500.00
                                                ** JOB TOTALS **              **                **      12,500.00  **

TUALATIN,SW MARTINAZZI AVE    CONT NO       FA PROJ NOS                                                                  STATE
                                   334   1723     900      00                                           12,500.00
                                                ** JOB TOTALS **              **                **      12,500.00  **

WILLAMINA(W MAIN ST)          CONT NO 9196 * FA PROJ NOS                                                                 STATE
                                   336   1731     201      00                                           24,058.66
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TOTAL TO DATE JOB COST SUMMARY                                              AUGUST 1981       PAGE  336

                                                                               FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                   336   1731     270      01                                         86.79
                                   336   1731     295      00                       3,871.89        3,871.89
                                   336   1731     296      00                       3,871.89CR      3,871.89CR
                                   336   1731     900      00                                       4,691.87
                                   336   1731     900      02                                          34.57
                                                ** JOB TOTALS **              **                **      28,871.89  **

                                           MAJOR CLASS 17 TOTALS     25,244.51       202,480.41    2,435,606.44


POWDER RIV BR-S BAKER ICH     CONT NO 0000   FA PROJ NOS      070001 100                                             STATE
                                   001   1964     296      00 N 9                   3.22CR          161.18CR
                                   001   1964     298      00 N 9                   3.22            161.18
                                   001   1964     901      00 P 1                                    30.46
                                   001   1964     918      00 P 1                                    22.56
                                   001   1964     950      00 P 1                                   129.83
                                   001   1964     950      00 N 1                                    37.65
                                                  TOT      P1                                       182.85
                                                  TOT      N1                                        37.65
                                                ** JOB TOTALS **              **                **         220.50  **
```

January 15, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P.O. Box 1216
Tacoma, Washington 98401

CON 5
#9135

Gentlemen:

Contract No. 9135 awarded to Douglas S. Coats, Inc., for work on the Greenwood Street-Alamo Street Section in Enterprise, Wallowa County, was complted on October 29, 1980, and accepted by the State Highway Division on January 9, 1981.

Final payment in the amount of $2,662 will be released to the contractor after January 20, 1981. The total contract amount is $87,315.64 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97701

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9072	SE 132nd Ave.-SE 142nd Ave. Clackamas County	December 12, 1980
Ray Wells, Inc. No. 9169	Yachats (7th St.) Lincoln County	December 12, 1980
Hensel Phelps Construction Co. No. 8519	S. Banfield Intchge.(NE Halsey St. U'Xing & Banfield Freeway O'Xing.) Multnomah County	December 16, 1980
Hamilton Electric Inc. No. 9068	SE Powell Blvd. @ SE 122nd Ave. Multnomah County	December 16, 1980
Wildish Corvallis Const. Co. No. 9113	Court Way W.-Jackson St. W. (Monmouth) Polk County	December 22, 1980
Clarke Electric Co. No. 8851	S. 3rd St.@ Wilson Ave. (Bend) Deschutes County	December 24, 1980
Western Construction Co. No. 9141	Jordan Valley-Idaho State Line Malheur County	December 30, 1980
Stach Construction Co. No. 9134	Hart Lake Bridges Lake County	December 30, 1980
Douglas S. Coats, Inc. No. 9135	Greenwood St.-Alamo St.(Enterprise) Wallowa County	January 9, 1981
Cascade Const. Co., Inc. No. 8992	SE Crystal Springs Blvd.-SE Glenwood St. Multnomah County	January 13, 1981

January 14, 1981 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

CONSTRUCTION NARRATIVE REPO

505

roject: Greenwood St.-Alamo St. (Enterprise)
ighway: City Street (W. 2nd)
ounty: Wallowa
ontractor: Douglas S. Coats, Inc.

Contract: 9135
Prefix: 332-1052
FA # 3201(1)
Resident: Schlieski

This project consisted of grading, curbs, and paving of approximately 0.2 miles of W. 2nd Street, with city forces adjusting inlets and manholes, water services, and completing misc repairs of the existing stormsewer.

cope of the roject: From the on set of the construction we had problems making the City realize the scope of the work that the City had agreed to perform. The problem undoubtedly goes back several years when this project was first proposed. At that time it was a complete project with the contractor doing everything. Unfortunately the project was nickled and dimed to death and cut to the bare minimum inorder to get within the monies available to the City. I think the City had problems down scoping the project in their own mind from the original full scale project to the final project that was contracted.

The contractor worked with the City and was very cooperative in doing work for which he was not paid under the contract, including exposing water and sewerlines, and removing tree stumps left by the City.

I'm certain that the City encountered more misc costs than they had originally anticipated. Waterservices when exposed, had to be replaced and not only adjusted. Their existing stormsewer line had to be repaired in several areas - damaged by tree roots, etc.

The City seemed to be working under the understanding that the total estimated cost of the project could not be exceeded. They apparently did not realize that unit bid items could be adjusted for final quantity. When additional work of the contractor was requested by the City - they didn't realize there would be additional costs also.

I believe that the scope of their work and of the overall project was explained to the City by both Roger Lang and this office - however they heard only those things that they wanted to hear.

eneral xcavation: When the typical street section had been excavated - soft areas developed that consisted of a lense of clay varying in depth upto 12" and scattered throughout the project. Below these clays was pitrun gravels carrying the groundwater table. This street has a history of frost heaving and to elimate this problem it was felt that the clay seam should be removed and the subexcavation backfilled with the aggregate subbase material under bid item 6. This work gave us a very sound foundation and we realized no further problems with the subgrade or aggregate subbase.

1 Versteeg ✓
Anderson
2 Christensen
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3 Sullivan Copy
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OCT 0 8 1980
ROAD DESIGN
SECTION

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Class "B" AC 2½"thick: When the project got to the paving stage we were in trouble with allowable project costs. Inorder to get the project costs downscoped to the original contract amount we had to decrease the thickness of the AC. This work was discussed with City of Enterprise officials and Dave Carter of the FHWA. Price agreement # 2 was written and revised to provide for a Class "B" mix and a reduction in thickness from 3" to 2½" with a coresponding reduction in unit cost. With this reduction in AC thickness, we placed only one lift of wearing course to a nominal thickness of 2½" compacted. There is a penalty pending on non-spec AC incorporated into the project.

Concrete Curbs: Extruded type "A" curbs modified to the City standards were used on this project. The curb reveal was reduced from 7" to 6¼". Dave Carter reviewed the work and expressed a concern about the 2" reveal at the driveways. The reveal can be a real bicycle killer. We reduced this reveal to 1½" and Dave would prefer it be reduced to ½" or less.

emporary Protection nd Direction of Traffic The City of Enterprise was responsible for the signing, barricades and general protection of the traveling public. Their signingdid not totally comply with our standards but seemed to be adequate for the area, etc. In the future it may be necessary to have the contractor furnish signing or purchase the signing under the contract and turn over to the City when the project is completed - for use on other projects. The City or County generally dosn't have the monies available to provide the necessary standard signs, etc.

roject osts: Projects of this type that are engineered to the nearest dime assume that it is only a typical project with absolutely no possiblity of problems. Our location work is usually cut to the bare minimum inorder to hold down pre-engineering costs and then during construction we encounter problems that "should have been found during location". We allow ourselves very little leeway and all the City can see is that total cost figure we gave them based on a perfect project.

In other words - we are figuring these projects too damn tight! !!

ngineering osts: We cut lab tests and field tests to a minimum and used old source qualifying tests, and we'll still use all the available engineering monies. Two factors that affected this project were the travel time and the inefficiency of the contractor while fine grading in preparation for paving.

Good report!
Tells it like it is.

Joseph A.
10-1-80

Will

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Greenwood St.-Alamo St. (Enterprise)
Highway: City Street (W. 2nd)
County: Wallowa
Contractor: Douglas S. Coats, Inc.

Contract No. 9135
Prefix: 332-1052
FA No: SOS-3201(1)
Resident: Schlieski

Item No.	Item	Unit	Original	Semi-final	± %
	Bid Items	$	84,987.50	88,130.80	+ 4
	Anticipated Items	$	100.00	0	- 100
	Contingencies	$	3,828.94	0	- 100
	Engineering	$	8,508.75	8,508.75	0
	Liquidated Damages	$		- 225.00	
	Non-spec AC Penalty	$		- 447.16	
	Total	$	97,425.19	95,967.39	- 1

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost:

Item No.	Item	Unit	Original	Semi-final	± %
3	General Excavation When the road section general excavation was completed - a layer of clay varying in depth up to 12" developed soft areas and had to be removed. This work was done under this bid item.	Cu. Yd.	2,330	2,779	+ 19
6	Aggregate Subbase 13" See explanation above, subexcavation backfilled under this item.	Cu. Yd.	4,850	6,899	+ 42
8	Class "B" Asphalt 2½" Depth of AC was reduced in order to keep project within project authorization.	$	30,450.00	26,203.52	- 14

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon ... Telephone 963-3177

September 29, 1980

The Hon. W. H. Barnett
Mayor
City Hall
Enterprise, Oregon 97828

Dear Mayor Barnett:

Thank you for your letter of September 26, 1980 indicating acceptance of Greenwood St.-Alamo St. Section of W. 2nd St. (Sta. 8+15 to 19+50), F. A. Project No. SOS-3201(1), Contract No. 9135.

Joe Schlieski, Resident Engineer, is in the process of preparing the semi-final estimate and we are quite optimistic that the final costs will not exceed $97,425.19. However, we may not have all the job charges from our Central Lab and the project will have to be audited before we can present the final charges to the Federal Highway Administration.

We will do everything possible to keep the total project cost within the original project authorization.

Sincerely,

Roger C. Lang

Roger C. Lang
Federal Aid Engineer

RCL/dt

cc: C. T. Keasey
D. E. Swan
Dick Hacek
J. A. Schlieski

City Of Enterprise
108 N. E. First
Enterprise, Oregon 97828

September 26, 1980

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA SEP 29 1980 ☐
RECEIVED
REGION 5 OFFICE

Joseph A. Schlieski, Resident Engineer
State Highway Department
P. O. Box 850
La Grande, OR 97850

Re: F. A. Project # SOS-3201(1)
Contract No. 9135

The City of Enterprise agrees to accept as completed the street project on S. W. Second Street beginning at Station 8 + 15 and ending at Station 19 + 50.

It is understood that the total project cost is $97,425.19 and there shall be no further costs to the City of Enterprise from either the contractor or the state.

Sincerely,

W H Barnett
W. H. Barnett, Mayor

Dawson Neil
Dawson K. Neil,
Supt. of Public Works

cc: Douglas S. Coats, Inc.

Roger ✓

cy C.T. Keasey
D.E. Swan
Dick Hocek

Report # 10 Final

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Greenwood St.-Alamo St. (Enterprise)

WEEK ENDING: September 26, 1980

SECTION PREFIX: 332-1052

HIGHWAY: City Street

COUNTY: Wallowa

NAME OF JOB: Greenwood St.-Alamo St. (Enterprise)

KIND OF WORK: Grading and Paving

CONTRACTOR: Douglas S. Coats, Inc.

CONTRACT NUMBER: 9135

FEDERAL AID PROJECT NUMBER: SOS-3201(1)

DATE OF CONTRACT: May 16, 1980

DATE WORK STARTED: July 24, 1980

ESTIMATED COMPLETION DATE: September 80

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 7 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 100

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 103

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $97,425.19

EXCLUSIVE OF ENGINEERING: $88,916.44

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $88,916.44

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

ENGINEERING AUTHORIZATION: $8,508.75

ENGINEERING COST TO DATE: $8,426.00

This week: $500

PERCENT OF AUTHORIZATION: 99 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

DATE PROJECT WAS COMPLETED: September 24, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.2	0.2			0.2
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.2	0.2			0.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4850	4350			4350
TOTAL QUANTITIES CORRECTED TO DATE	4850	4350			4350
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4365	6905			4466
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:

Blaw-Knox paver, Hyster 12 ton roller, 4 dump trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Fair	1		
MONDAY 22	Fair	1		
TUESDAY 23	Fair	1		
WEDNESDAY 24	Fair	1		Completion Day
THURSDAY 25				
FRIDAY 26				
SATURDAY 20	Fair	1		

RECEIVED
SEP 29 1980
CONSTRUCTION
BRANCH

Richards
Berg
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 21	No activity.
MONDAY 22	Began paving - 11½' panel Rt. sta. 8+15 to 19+50 11½' panel Lt. sta. 19+50 to 12+25
TUESDAY 23	Completed all paving on street section - only street connections remain. 11½' panel Lt. sta. 12+25 to 8+15 10' panel center sta. 8+15 to 19+50
WEDNESDAY 24	Completed paving street connections - completion day.
THURSDAY 25	No activity.
FRIDAY 26	No activity.
SATURDAY 20	No activity.

REMARKS

Status: Project complete with exception of minor clean-up at street connections.

Semi-final records will be submitted approximately 10/6/80.

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY WALLOWA	DIVISION OREGON
DATE OF INSPECTION 8-20-80	INSPECTION MADE BY David B. Carter, FHWA	Original Signed by D. B. Carter Area Engr.	PROJECT NO. SOS-3201(1)

IN COMPANY WITH
J. Schlieski, Resident Engineer, OSHD; Karen Sides, Trainee, FHWA,

LOCATION WEST 2nd STREET between Greenwood St. and Alamo Street in the City of Enterprise, Wallowa County, Oregon

CONTRACTOR NAME AND ADDRESS
DOUGLAS S. COATS, P.O. Box 311, BEND,Oregon 97701

AWARD DATE May 16, 1980	CONTRACT AMOUNT $84,987.50	TIME ALLOWED 100 Calendar Days	TIME STARTED May 31,1980	WORK STARTED July 24,1980
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 70	WORK COMPLETED 43	

REMARKS

GREENWOOD ST./ALAMO ST.(ENTEPRISE) SECTION
WEST 2nd STREET -CITY STREET
Grading and Paving

This project provides for regrading, base, paving and concrete curbs on the 0.215 mile section of West 2nd Street.

The grading and aqqreqate sub-base work is essentially complete. The contractor was preparing to trim the subbase preparatory to placing the concrete curbs. The curbs will be placed using an extension curb machine.

The street is closed to thru traffic. Local traffic is being handled adequately.

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STATE HWY ENGR
SEP 5 '80
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FOR
Info | Inves | R.D. | D.E. | Sign | Act | File

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

9135

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-116	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Wallowa
MODIFICATION NUMBER 1	66-80	Project Number SOS-3201(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 23, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,000.00	$ 99,420.00
Federal funds	$ 5,280.00	$ 66,000.00
Other revisions		

This modification is made for the following reasons: Adding construction phase and reducing of preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of June, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burson
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G-File

Oregon State Highway Division
Salem, Oregon, May 23, 1980

Federal Aid Project
No. SOS-3201 (1)

Greenwood St. - Alamo St. (Interprise)
Enterprise City Street
Wallowa County

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 2,000.00
Type Code 6201			
Roadway (Sta. 8+15 to Sta. 19+50)			
Mobilization	All Required		$ 7,000.00
Removal of Structures and Obstructions	All Required		500.00
General Excavation	2,330 Cu.Yd.	$ 8.00	18,640.00
Watering	70 M-Gal	10.00	700.00
Finishing Roadbed and Slopes	All Required		500.00
Aggregate Subbase, 13 inches Thick	4,850 Sq.Yd.	2.00	9,700.00
Aggregate Leveling Course 2 inches Thick	4,350 Sq.Yd.	0.50	2,175.00
Class "C" Asphalt Concrete, 3 inches Thick		7.00	30,450.00
Concrete Curbs	2,270 Lin.Ft.	6.75	15,322.50
			$84,987.50
Anticipated Items			
Temporary Erosion Control	All Required		$ 100.00
	Subtotal		$85,087.50
	Engineering		12,332.50
	Total		$97,420.00

Length of Roadway 0.215 Mi.
Cost of Roadway Per Mile $453,139.53

Oregon State Highway Division
Salem, Oregon, May 23, 1980

Federal Aid Project
No.SOS-3201 (1)

Description	Total Cost	Summary of Funds (88.1%) Federal Funds	City Funds
Preliminary Engineering	$ 2,000	$ 1,761	$ 239
Roadway	97,420	64,239	33,181
Total	$99,420	$66,000	$33,420

Group 1 100%
Contract No. 9135
Prefix 332-1999
Prefix 332-1052

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
2-13

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon
County: Wallowa
Project No.: SOS-3201 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Greenwood to Alamo (Enterprise).

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-9-79	0.34
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro rata [illegible]

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,000.00	$ 5,280.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C.

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

NONDISCRIMINATION PROVISION

ployment practices when it participates in federally assisted
nstruction work: Provided, that if the applicant so partici-
ting is a State or local government, the above equal
portunity clause is not applicable to any agency, instrumen-
ity or subdivision of such government which does not
rticipate in work on or under the contract.

e State highway agency also agrees:

) To assist and cooperate actively with the Federal Highway
lministration and the Secretary of Labor in obtaining the
npliance of contractors and subcontractors with the equal
portunity clause and the rules, regulations, and relevant
lers of the Secretary of Labor.

) To furnish the Federal Highway Administration and the
cretary of Labor such information as they may require for
e supervision of such compliance, and that it will otherwise
ist the Federal Highway Administration in the discharge of
primary responsibility for securing compliance.

To refrain from entering into any contract or contract
dification subject to Executive Order 11246 of September
, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

☆ U.S. GOVERNMENT PRINTING OFFICE: 1977—724-393 3-1

Gen. File

Oregon State Highway Division
Salem, Oregon January 17, 1979

Federal Aid Project
No. SOS-3201(1)

Greenwood Street-Alamo Street (Enterprise) Section
City Street of Enterprise
Wallowa County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 6,000.00
	Total	$ 6,000.00

Length of Project - - - 0.34 miles

Summary of Funds

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 6,000.00	$ 5,280.00	$ 720.00
Retain in Program			
Contract Work	90,000.00	60,720.00	29,280.00
Total	$96,000.00	$66,000.00	$30,000.00

Group 1 - 100%
Prefix - 332-1999

9135

May 12, 1980

CON 4

City of Enterprise
City Hall
Enterprise, Oregon 97828

Attn: Honorable W. H. Barnett
Mayor

Gentlemen:

On May 3, 1980 a satisfactory bid was received from Douglas S. Coats, P.O. Box 311, Bend, Oregon 97701 for the Greenwood Street-Alamo Street Section on W. 2nd Street. This is an OFF SYSTEM Project No. SOS-3201(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$84,987.50
Erosion Control	$ 100.00
3 1/2% Contingencies	2,978.06
10% Engineering	8,508.75
Est. Total Construction Cost	$96,574.31
Est. P.E. Cost	5,100.00
Est. Project Cost	$101,674.31
Less Federal Funds	-66,000.00
Less SCA Funds	-25,000.00
	674.31
ESTIMATED CITY SHARE	$ 10,764.31

670

By rounding the City's advance deposit will be $10,760.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 30, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

[illegible]

bcc w/AD # 774: Region 5 Federal Aid Engineer, Roger Lang
Vern Skoog - Please return completed AD # 774 when check is received.

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. E. Swan
Operations Programming Engineer

DATE: May 9, 1980

Roger Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Advance Deposit
Greenwood St.-Alamo St. Section
West Second St.
City of Enterprise

I have been advised that the apparent low bidder for the West Second Street project is Doug Coates, and furnished the following summary:

Total Bid Items	$ 84,987.50
Anticipated Item, Erosion control	100.00
Contingencies @ 4½%	3,828.94
Engineering @ 10%	8,508.75
Total Estimated Construction Cost	$ 97,425.19
Preliminary Engineering	5,100.00
Total Estimated Cost	$102,525.19
Federal Funds	-66,000.00
SCA Funds	-25,000.00
Advance Deposit Required	$ 11,525.19

Under the terms of Miscellaneous Contracts and Agreements No. 6898, the City obligated $11,000 for this project with a maximum project cost of $102,000.

I realize the overage of $525.19 is well within our working limits; however, the City is encountering severe budget problems and additional budget meetings would be required to come up with the additional monies.

I have discussed the situation with Dawson Neil, Public Works Director and Joe Schlieski, Resident Engineer who feel the contingencies and engineering funds are more than are needed.

In order to bring the project in line with available funds, it is proposed to reduce the project cost in the following manner:

Contingencies @ 3.88%	$ 3,303.75

Joe Schlieski does not anticipate expenditure of any contingency funds but this will allow for something that may come out of the blue. Also, Joe does not anticipate using all of the engineering funds.

The Region recommends the contingency funds be reduced so that we may comply with the Construction/Finance Agreement and the project may be awarded without delay.

RCL/vt
cc: Mayor Barnett
Dawson Neil, D.P.W.
J. A. Schlieski

81-125-1387

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-3201(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90072

COUNTY NAME Wallowa

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 8 - '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

5-1

DATE PS&E APPROVED 1-29-80

DATE AUTHORIZATION EFFECTIVE 4-16-80

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Greenwood Street - Alamo Street (Enterprise) Section

GENERAL DESCRIPTION OF WORK:
Grade, drain and high type pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated March 24, 1980 that provision of FHPM 7-5-1 have been complied with.

DATE

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-818

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 14, 1980

The Hon. W. H. Barnett
Mayor of Enterprise
City Hall
Enterprise, Oregon 97828

Dear Mayor Barnett:

As you may have heard, the Federal Highway Administration has dramatically reduced funds for the balance of their fiscal year in compliance with President Carter's budget and additional direction from Congress.

Your West 2nd St. project has not been lost in the shuffle; however, it has been necessary to reschedule the opening of bids to Thursday, May 8, 1980.

The latest available project cost is shown below and appears to be quite favorable.

Total preliminary engineering	$ 4,466.46*
Total estimated cost of Construction (includes allowance for contingencies and engineering)	98,017.73
TOTAL	$102,484.19

*State assumed portion of preliminary engineering under terms of SCA Agreement.

I am very hopeful we will receive a favorable bid on May 8. Do not hesitate to call me if you have any questions.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
cc: D. E. Swan
J. A. Schlieski

Form 734-3123

```
     331   1936    2[illegible]3     00 N 9                                            [illegible]
     331   1936    905     00 P 1           1.80              1.80              89.75
                   TOT     P1               1.80              1.80              89.75
               ** JOB TOTALS **             1.80  **          1.80  **          89.75  **

                                                                                      STATE
CITY SIGNING PROJ (ENTERPRISE CONT NO    FA PROJ NOS HHS 00S022  50 SRS 00S077  50
     332   1989    295     00 N 9          13.57             35.10              35.10
     332   1989    296     00 N 9          13.57CR           35.29CR           421.36CR
     332   1989    298     00 N 9                              .19             3[illegible]
     332   1989    901     00 N 1                             6.39               6.39
     332   1989    905     00 P 1                                               72.75
     332   1989    905     00 P 2                                               62.79
     332   1989    914     00 P 1                                                4.00
     332   1989    914     00 P 2                                                4.00
     332   1989    915     00 P 1                                              165.44
     332   1989    915     00 P 2                                               17.64
     332   1989    916     00 P 1                                               50.48
     332   1989    916     00 P 2                                               50.48
                   TOT     P1                                                  293.47
                   TOT     P2                                                  135.71
                   TOT     N1                                 6.39               6.39
               ** JOB TOTALS **                  **           6.39  **         435.57  **


TOTAL TO DATE JOB COST SUMMARY                                  MARCH 1980        PAGE  603
                                                                  FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX    FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE

                                                                                              STATE
  ALAMO ST-GRAND ST            CONT NO    FA PROJ NOS SOS 201001 100
     332   1999    2[illegible]     00 N 9                                                 615.64
     332   1999    2[illegible]     00 N 9         247.51CR          349.51CR        1,079.[illegible]CR
     332   1999    2[illegible]     00 N 9         247.51            349.51             [illegible]
     332   [illegible]  [illegible]  00 P 1         191.[illegible]      219.[illegible]        [illegible]
     332   [illegible]  9[illegible]0   00 P 1          53.94             53.94              67.[illegible]
     332   1999    921     00 P 1         269.70            269.70             269.70
     332   1999    922     00 P 1           4.72              4.72               4.72
     332   1999    923     00 P 1          44.26            160.04             160.04
                   TOT     P1             564.02          1,[illegible].15          1,[illegible]
               ** JOB TOTALS **           564.02  **      1,[illegible].15  **      1,451.68  **

                                                                                              STATE
  MOSIER-DALLES HY TO W 10     CONT NO    FA PROJ NOS M   031001 100
     333   1931    2[illegible]6     00 N 9         860.97CR        9,102.66CR        19,[illegible]CR
     333   1931    297     00 N 9                                              1,[illegible]
     333   1931    2[illegible]     00 N 9         860.97          9,102.66          17,[illegible]
     333   1931    901     00 P 1          67.00          4,911.[illegible]        13,[illegible]
     333   1931    9[illegible]5     00 P 1         180.64          2,[illegible]         2,[illegible]
     333   1931    9[illegible]     00 P 1       1,735.20          4,[illegible].11         4,[illegible].11
     333   1931    910     00 P 1                              [illegible]         [illegible].12
     333   1931    911     00 P 1                             139.[illegible]         [illegible]
```

See Sept 1979 JCS

SCA [illegible]	[illegible]
Less (over charge PE)	[illegible]
Adjusted SCA-PE charge Prior to Sas Funds	[illegible].20
[illegible]	[illegible]
PE [illegible]	3,5[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	$ 10[illegible].19
[illegible]	[illegible]

[illegible]

91

INT 3-2

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: March 31, 1980

FROM: Fred Hildebrandt
Special Programs Engineer

SUBJECT: City of Enterprise
Special City Allotment
W. 2nd Street (Alamo to 500' N.)

On November 7, 1977 a Special City Allotment Agreement No. 6335, with the subject City was signed. In accordance with the agreement, the State was to perform the Preliminary Engineering at sole expense of State, up to a $40,000 project cost limit. The foregoing expenses to be prorated between the City and the State on costs over the $40,000 project limit.

The SCA project was estimated to be a $32,235.00 project.

On February 1, 1978, Location Data, on the Section from Alamo to Greenwood Street, was submitted for an estimated project cost of ~~$99,661.00~~. The extension of the project was approved by the Region Office, assuming that the City would apply for an SOS project for the balance.

On January 13, 1978 the City requested deferrment on the SCA project pending approval of an SOS project.

On November 29, 1978 an SOS project was approved.

In view of the listed facts and that the project was located prior to an SOS project being approved, I believe that part of the P.E. costs should be absorbed by the State.

3/1/80	SCA	Preliminary Engineering	-	~~$11,330.66~~
11/8/77	ORIGINAL	Authority for Survey	-	- 3,400.00
Per Agree.	$11,330.66 x $58,017.73 Pro Rata $98,017.73		=	6,706.73
	BALANCE STATE			$ 4,623.93

FFH:pf

cc Roger Lang

Contains
Recycled
Materials

SCA Funds	$25,000.00	
Less P.E. Used	~~6,706.73~~	3578.83
Balance ~~SOS~~ SCA Match	~~$18,293.27~~	[illegible]
SOS Federal Funds	66,000.00	
Available for SOS Projects	~~$84,293.27~~	[illegible]
Latest Estimate	$98,017.73	
P.E. Charges to 3/1/80	887.66	
Cost of Job	$98,905.39	
Cost to City	$14,612.12	[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 24, 1980

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening April 24, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. SOS-3201(1) Highway No. 2032 City

Federal-aid Project Name Greenwood St.-Alamo St. (Enterprise

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

☒ No additional right of way was acquired. Construction can be accomplished within the existing right of way.

☐ Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

☐ There are no individuals or families to be displaced from residential improvements.

☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

R. P. Henry

FCL:

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Versteeg
Sullivan

RECEIVED
MAR 25 1980
ROAD DESIGN SECTION

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/20/80
Donald L. Rout

April 24, 1980 Bid Letting ____________ All Clear Deadline

SECTION Greenwood St.-Alamo St. (Enterprise)
Highway City Street
County Wallowa Region 5
Type of Work Grade-Pave Funds SOS City-Full
State ____ Consultant ____ Plans Avail. ___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	[illegible] City Owned Quant less than 2000
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	[illegible]

Section GREENWOOD ST. - ANN ST. (ENTERPRISE) Programn ; Estimate $
Highway CITY STREET Project Length
County WALLOWA Completion Time 100 calendar days
Kind of Work GRADE & PAVE Est. Comp. Date
Prefix 332-1999 Letting Date Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 85,505
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		
Roadside Seeding & Mulching		$ 100
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 85,605 —
Contingencies (4-1/2%)		3852.23
Engineering (8, 9, [✓ 10%])		8560.50
~~Subtotal~~		$
~~[illegible]~~		
Estimated Net Authorization, Construction		$ 98,017.73

APPROVED

Rec'd 3-18-80

copy sent to [illegible]

Road Design Engineer

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of
Date

Section Greenwood St - Alder St. (Enterprise)
County Wallowa
Kind Of Work
Length
Name MF No [illegible]

3-14-80 - 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	6000
	Removal of Structures and Obstructions		All	All	—	1000 ^{00}
	General Excavation		Cu. Yd	2,330	3 ^{50}	8,155 -
	Watering		M-Gal	70	15 ^{00}	1050 -
	Finishing Roadbed and Slopes		All	All	—	1,000 ^{00}
	Aggregate Subbase, 13 inches Thick		Sq Yd	4,850	2 ^{50}	12,125 -
	Aggregate Leveling Course, 2 inches Thick		Sq Yd	4,350	0 ^{50}	2175 -
	Class "C" Asphalt Concrete, 3 inches Thick		Sq Yd	4,350	8 ^{50}	36,975 -
	Concrete Curbs		Lin Ft	2270	7 ^{50}	17,025

TOTAL TO DATE JOB COST SUMMARY

FEBRUARY [illegible]

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION OR	CURRENT MONTH	YEAR TO DATE	[illegible] TO DATE
TROUTDALE-SW 7THST	CONT NO [illegible] 1434	* FA PROJ NOS [illegible] ** JOB TOTALS **	**	[illegible]	[illegible]
W 2ND ST-ENTERPRISE	CONT NO [illegible] 1491	FA PROJ NOS [illegible] ** JOB TOTALS **	143.04 143.04 **	143.04 143.04 **	[illegible]
ROCK CR NW 185TH BR	CONT NO [illegible] 1473	FA PROJ NOS [illegible] ** JOB TOTALS **	**	[illegible]	[illegible]
[illegible]-SW 5TH ST	CONT NO [illegible] 1403	FA PROJ NOS [illegible] ** JOB TOTALS **	[illegible] **	[illegible] **	[illegible]
DAVIS LK-WILL HY,CASCADE LKS	CONT NO 518 1434 518 1434 518 1434	FA PROJ NOS [illegible] ** JOB TOTALS **	**	[illegible]	[illegible]

11,330.66
-5284.46
$6046.20

3/25/80

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	332	1989	[illegible]	00 P 2			62.79	
	332	1989	914	00 P 1			[illegible]	
	332	1989	914	00 P 2			4.80	
	332	1989	915	00 P 1			165.44	
	332	1989	915	00 P 2			17.64	
	332	1989	916	00 P 1			50.48	
	332	1989	916	00 P 2			[illegible]	
			TOT	P1			[illegible]	
			TOT	P2			135.71	
			TOT	N1		6.39	6.39	
			** JOB TOTALS **		**	6.39 **	435.57 **	
ALAMO ST-GRAND ST	CONT NO		FA PROJ NOS	SOS 201001 100				STATE
	332	1999	295	00 N 9			515.54	
	332	1999	296	00 N 9		102.[illegible]CR	832.[illegible]CR	
	332	1999	298	00 N 9		[illegible]	316.[illegible]	
	332	1999	905	00 P 1	528.35	528.35	753.48	
	332	1999	920	00 P 1			[illegible]	
	332	1999	923	00 P 1		115.78	115.78	
			TOT	P1	528.35	644.13	887.66	
			** JOB TOTALS **		528.35 **	644.13 **	887.66 **	
MOSIER-DALLES HY TO H 10	CONT NO		FA PROJ NOS	M 031001 100				STATE
	333	1931	[illegible]	00 N 9	2,933.94CR	8,241.69CR	18,4[illegible]CR	
	333	1931	297	00 N 9			1,700.00	
	333	1931	298	00 N 9	2,933.94	8,241.69	16,7[illegible]	
	333	1931	901	00 P 1	[illegible].91	4,[illegible].92	13,[illegible].46	
	333	1931	905	00 P 1	572.88	1,8[illegible]9.94	1,8[illegible]9.94	
	333	1931	[illegible]	00 P 1	859.99	3,219.91	3,2[illegible]9.91	
	333	1931	910	00 P 1		[illegible]	7[illegible]4.12	
	333	1931	911	00 P 1		139.03	[illegible].92	
	333	1931	913	00 P 1			[illegible]	
	333	1931	914	00 P 1		21.50	[illegible]	
	333	1931	918	00 P 1	4.56	256.30	256.[illegible]	
	333	1931	921	00 P 1		7.50	7.[illegible]	
	333	1931	923	00 P 1		12.74	123.[illegible]	
	333	1931	9[illegible]0	00 P 1		477.90	631.93	
			TOT	P1	1,794.34	10,[illegible]5.74	21,318.64	
			** JOB TOTALS **		1,794.34 **	10,[illegible]5.74 **	21,318.64 **	
DUFUR CITY STS	CONT NO		* FA PROJ NOS	SOS 301001 100				STATE
	333	1932	295	00 N 9			626.00	
	333	1932	296	00 N 9			4,[illegible]36.00CR	
	333	1932	298	00 N 9			3,[illegible]	
	333	1932	901	00 P 1		12.77	544.91	
	333	1932	904	00 P 1		415.00	3,527.50	

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
February 21, 1980

Roger C Lang

FROM: Roger C. Lang
Region 5 Federal Aid Engineer

TO: D. E. Swan
Operations Programming Engineer

SALEM

SUBJECT: Greenwood St.-Alamo St. (Enterprise)
Section
City Street (W. 2nd St.)
Wallowa County

Enclosed is a copy of preliminary plans dated February 14, 1980 approved as noted in red by Mayor Barnett and Recorder Dorothy Gilbert.

Due to financial limitations, the project has been limited to the $102,000 maximum identified in the Construction/Finance Agreement. It is hoped we can construct the section from 8+15 to 19+50 within the financing available.

During the month of April, the City will be establishing their budget for the fiscal year 1981. If additional monies are identified and if we have let the project, they will attempt to negotiate a Price Agreement for some additional work.

It is suggested we leave the plans (Sheet 3) as they are, but make no reference of any work from Station 1+50 to 8+15. This way there will be a ready reference in the event the City is able to come up with more money.

RCL/dt
Attachments

cc: D. O. Christensen w/attachment
J. A. Schlieski w/attachment

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
[illegible]
REFERRED TO ____________________
FOR ____________________
FILE: PM FA LG.

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
February 1, 1980

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: MEMO TO FILES

SUBJECT: Greenwood St.-Alamo St. Sec.
West Second St.
City of Enterprise
SOS-3201(1)

On January 30, 1980 I met with Mayor Barnett, members of the City Council and Dawson Neil, Director of Public Works, to discuss the final design of the West Second Street project and available alternatives.

In Februrary of 1979 it was recommended, by J. A. Schlieski, that the project limits be from Station 8+50 to Alamo Street in order to keep the project cost within the $102,000 maximum identified by the City.

After a complete review of the preliminary plans and cost estimate figures furnished by Frank Roberts, it was determined the maximum project limitation should be raised to $115,000. Also, the project length should be as follows:

From Station 1+50 to 6+25
Construct Type "A" Curb
(City Forces will remove existing curb, 48 inch pipe at Sta. 2+95, adjust catch basins and patch pavement as required.)

From Station 6+25 to 19+50 ±
Grant, pave and construct Type "A" Curb
(City Forces will remove, or cause to be removed, tree shrubs etc. as previously described in Engineer's Narrative Report. Also, they will have the Forest Service move the sign which is on City property)

NOTE: With this obligation, I don't see where there should be $1,000 for removal of obstructions. Curb removal should come under general excavation.

In as much as the project is being downscoped because of increased construction costs and the City's inability to furnish the required match money at the time of contract letting (based on estimated cost), the City has requested a delay of any payment above $102,000 until after July 1, 1980.

I have determined that the City will be receiving adequate revenues to increase the project to $115,000 and obtained concurrence from the Mayor and City Council members this money will be budgeted in the proper manner for application to this project. A supplemental agreement will be prepared for approval by the State Highway Engineer.

Also, it is noted a very large bid item in this project is furnishing and placing Class "C" Asphalt mix. This item is very expensive because no Commercial Supplier is in Wallowa County. The nearest plant is located in La Grande.

The City of Enterprise and Wallowa County have a 60 ton per hour paving plant and paver which they feel will perform satisfactorily if they could obtain specification aggregate. They wish the Highway Division and FHWA to consider allowing the City to mix and place the Class "C" Asphalt mix under a Force Order. The anticipated cost savings may allow them to do the entire project.

We have approached FHWA about the possibility of using a Force Order for placement of the surfacing and they seemed receptive to the concept if specification material could be produced and placed and if we could satisfy the laws of the State of Oregon.

By copy of this letter I am asking Joe Schlieski to inspect the paving plant and pavement machine to determine if they are adequate to perform the task. Also, I am asking Dawson Neil to prepare an estimate of cost and justification for furnishing and placing of Class "C" Asphalt mix by Force Order.

RCL/vt
cc: Dawson Neil
D. E. Swan
D. O. Christensen
J. A. Schlieski

Prices may be reduced by other contracts in the area. Hill Elgin-Minam Sec. Prairie Cr. Sec.

1450 - 6425 6425 - 19450

Const. curb only (city to remove curb) Grade, Pave, Curb

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION West Second Street UNIT OR PART Greenwood- Alamo Sheet 1 of 1

HIGHWAY City St. (Enterprise) PREFIX 332-1491 COUNTY Wallowa

Can't identify #4c & 8 any thing → Forest Service will be asked to move their signs, City will take care of tree removal, catch basins,

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUN
1.		Mobilization 8 %	Lump Sum	All	~~4,000.00~~	~~4,000.00~~
2.		Removal of Struct. & Obstruct.	Lump Sum	All	1,500.00	1,500.00
3.		General Excavation	Cu. Yd.	3,700	~~3.00~~	~~11,100.00~~
4.		Finish Roadbed & Slopes	Lump Sum	All	~~1,500.00~~	~~1,500.00~~
5.		Watering	M-Gal.	4075	10.00	7000.00
6.		Type 'C' Curb	Lin. Ft.	3460 3500	~~4.00~~	~~13,840.00~~
7.		Haul & Place Pit Run Gravel Base	Cu. Yd.	3,200	~~3.50~~	~~11,200.00~~
8.		Haul & Place 3/4"-0 Leveling Course	Cu. Yd.	1,200	~~4.00~~	~~4,800.00~~
9.		Class 'C' Asphalt	Ton	1,290	~~30.00~~	~~38,700.00~~
				Total		~~87,040.00~~
		Contingencies @ 4½%				3,917.00
		Engineering @ 10%				~~8,704.00~~
				Grand Total		~~$99,661.00~~
		Preliminary Engr'ing				7,000
			Total	Est. Cost		115,054
Proceed with	Design - Top Cost Amount					
Authorized	by City with [illegible]					
ADVERTISE	SOON AS POSSIBLE					

cy Frank Roberts
J.A. Sillieski
Hal Leonhardt ✓

Discussed with Frank Roberts 1-31-80

RCL

U.S. DEPARTMENT OF TRANSPORTAT[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]ERAL AID PROJECT NO.: SOS-3201(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

COUNTY NAME: Wallowa

ITEM NO.: 90072

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Roger Long

DATE PS&E APPROVED: ~~1-29-80~~ FEB 15 1980

DATE AUTHORIZATION EFFECTIVE: ~~1-29-80~~ FEB 15 1980

FEDERAL ROUTE NUMBER: Non Federal aid

STATE ROUTE NUMBER: City Street

GENERAL LOCATION: Greenwood St - Alamo Street

GENERAL DESCRIPTION OF WORK: Grade, drain and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-19-79 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $90,000 Federal funds $60,720 in accordance with the provisions of your approved SEcondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE: 1-29-80

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-918

cc DO Christensen, DE Swan
Reg Fin Specialist

Date 12/22/79 **PROJECT MANAGEMENT OFFICE MEMO**

Subject [illegible] 1979 SCA-[illegible] File No.

Received ~~(call)~~ (visit) from [illegible] - [illegible]

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: [illegible]

[illegible]

Bob – Combine 1 & 2. Complete plans now for size project city can afford. Stay on June schedule but if we dont receive '79 SOS funds by then, set back until we do.

Signature

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE [✓ OPE] FAE CCE OM Other

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 4-1

December 19, 1979

TO: G. L. Green, Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Authorization for Construction
Safer Off System Roads Projects.

I hereby request authorization for construction on the following listed Safer Off System Roads Projects.

Item No.	Project No.	Total Cost	Federal Funds
90066	SOS-0103(1)	$106,300	$61,860
90065	SOS-0602(1)	67,600	59,490
90074	SOS-1004(1)	67,600	59,490
90072	SOS-3201(1)	90,000	60,720

CL:fkc

cc: H. Reynoldson

Form 734 3122

```
TOTAL TO DATE JOB COST SUMMARY                                              SEPTEMBER 1979            PAGE [illegible]
                                                                                 FISCAL               [illegible]
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION . GR  CURRENT MONTH    YEAR TO DATE         TO DATE

  W 2ND ST-ENTERPRISE          X CONT NO          FA PROJ NOS                                                             STATE
                                    [illegible] 1491  [illegible]  [illegible]                              [illegible]
                                    [illegible] 1491  [illegible]  [illegible]                              [illegible]
                                    [illegible] 1491  [illegible]  [illegible]                              [illegible]
                                    [illegible] 1491  [illegible]  [illegible]                              [illegible]
                                    [illegible] 1491  [illegible]  [illegible]                              [illegible]
                                    [illegible] 1491  910          [illegible]                              [illegible]
                                    [illegible] 1491  911          [illegible]                              [illegible]
                                    [illegible] 1491  914          [illegible]                              [illegible]
                                    332         1491  921          [illegible]                              [illegible]
                                    [illegible] 1491  922          [illegible]                              [illegible]
                                    332         1491  923          [illegible]
                                                   ** JOB TOTALS **                  **              **       13 [illegible] 23 **

  ROCK CR NW 185TH BR              CONT NO          FA PROJ NOS                                                           STATE
                                    334   1478      931    [illegible]                                          [illegible]
                                    334   1478      963    [illegible]                                          [illegible]
                                                   ** JOB TOTALS **                  **              **       [illegible] **

  DUNDEE-SW 5TH ST                 CONT NO          FA PROJ NOS                                                           STATE
                                    335   1466      931    [illegible]      [illegible]     2,[illegible]      2,[illegible]
                                    [illegible]     [illegible]  [illegible] &   481.[illegible]  [illegible]  [illegible]
                                    [illegible]     [illegible]  [illegible]     [illegible]     [illegible]   [illegible]
                                    [illegible]     [illegible]  [illegible]     75.40           218.[illegible] [illegible]
                                    [illegible]     [illegible]  910  [illegible] 1                              [illegible]
                                    335   [illegible] 911  [illegible]
                                                   ** JOB TOTALS **     1,712.40 **     3,[illegible] **     4,[illegible] **

  DAVIS LK-WTLL HY.CASCADE LKS     CONT NO          FA PROJ NOS                                                           STATE
                                    518   1434      911    [illegible]                      [illegible]        [illegible]
                                    518   1434      913    [illegible]                      [illegible]        [illegible]
                                    518   1434      923
                                                   ** JOB TOTALS **                  **     915.[illegible] **   [illegible].13 **

  CASCADE LCKS HWY-HERMAN C        CONT NO          FA PROJ NOS                                                           STATE
                                    614   1496      905    [illegible]                      [illegible]        [illegible]
                                    614   1496      910    [illegible]      474.00           1,[illegible]     [illegible]
                                                   ** JOB TOTALS **       474.00 **     1,[illegible] 84 **   1,[illegible] **

  INTRSTATE BR TRAF GATES          CONT NO          FA PROJ NOS                                                           STATE
                                    626   1459      931    [illegible]                                          [illegible]
                                    626   1459      968    [illegible]                        8.00              [illegible]
```

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 30, 1979

The Honorable W. H. Barnett
City of Enterprise
Enterprise, OR 97828

Dear Mayor Barnett:

Alamo (West Second Street) Greenwood Section, Project No. SOS 3201(1)

Thank you for your letter of March 28, 1979, identifying a course of action to be followed regarding your project.

We shall suspend activity on the project hoping that Congress will provide the funds necessary for the SOS program.

I shall contact you when a clear direction is identified.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

RCL:lt

cc: Gerald Wimer
J. A. Schlieski

City Of Enterprise

Enterprise, Oregon 97828

Enterprise 10C

☐ RE ☐ RCE ☐ RME ☐ ROE

☒ RFA MAR 29 1979 ☐

RECEIVED
REGION 5 OFFICE

March 28, 1979

Roger C. Lang
Region Federal Aid Engineer
P. O. Box 850
La Grande, OR 97850

Dear Roger:

Re: SOS Roads Funds, Alamo-Greenwood Section, West Second St.

I have met with the Council and Dawson Neil and our choice of options is the first one -- to continue with the project through the field work stage, then temporarily curtail activity hoping that Congress will authorize funds which are allowed for in the 1978 Surface Transportation Assistance Act.

Yes, it is disappointing, but perhaps within a few months we will know better which way Congress will swing.

Sincerely,

W. H. Barnett

W. H. Barnett
Mayor

___ Versteeg
___ Anderson
1 Christensen
___ Olson
2 Sullivan
___ Terpin
___ Trout
___ Wakerlig

RECEIVED
APR 0 2 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To ___
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Action ___

REFERRED TO
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Cole ___ Sample ___
Ericson ___ Watson ___
Hager ___ Lon___
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BY FINAL DESIGN ENGINEER

Cy

H. S. Coulter
D. H. Moehring
Region Engineer
Frank Terpin
Don Harwell
G. W. Wimer
Vern Cusack

E. S. Hunter
L. W. Rulien
Hal Versteeg ✓
L. E. George
Bob Prange

C. T. Keasey

Walt Hart
Steve Macnab
Mainor Holmes
Noel Klein
Bob Ewen
J. A. Schlieski

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 20, 1979

The Hon. W. H. Barnett
Mayor of Enterprise
Courthouse
Enterprise, Oregon 97828

Dear Mayor Barnett:

Re: Safer Off System Roads Funds, Alamo-Greenwood Section, West Second St.

We have been notified by the Federal Highway Administration that all available funds for the Safer Off System Roads Program have been obligated and no additional projects will be accepted for programming. This action by FHWA leaves your project without construction funds and we will not be able to advance the project to contract letting.

Under previous authority from FHWA, funds were obligated for Preliminary Engineering. At this point, we need your guidance in determining a course of action for your project. The available options are as follows:

1. Continue with the project through the field work stage, then temporarily curtail activity hoping that Congress will authorize funds which are allowed for in the 1978 Surface Transportation Assistance Act.

2. Continue with the project, as per your original request or on a down scoped basis, utilizing your own funds and Special City Allotment Funds for construction.

3. Continue the project using only the Special City Allotment Funds which have been set aside for your use.

I know this must be a very frustrating situation for you, but I am requesting your early action as we are holding up work awaiting your decision.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

RCL:vt
cc: Gerald Wimer
J. A. Schlieski

Ⓐ

✓ M

Reynoldson
Hildebrandt

9135

March 9, 1979

City of Enterprise
City Hall
Enterprise, OR 97828

Attention: Dorothy S. Gilbert
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6378

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Alamo Street-Greenwood Street Section of West Second Street in Enterprise.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

Enterprise

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

February 26, 1979

FILE:

FROM: Joe Schlieski

SUBJECT: Enterprise (W. Second St.)
City Street
Wallowa County

TO: Duane O. Christensen
Final Design Engineer

In response to your letter of January 24 - we've discussed the proposed project with the City of Enterprise and have mutually decided that the best way to downscope this project is to shorten the overall length. We will begin on the south end of the proposed project at Alamo Street and go north as far as the monies will allow. The city has also indicated they'd much prefer type "[illegible]" curb and gutter - I've recommended that we use the type " " curbs.

If we can be of any further assistance in this matter - please holler!

REFERRED TO
Bord
Cole
✓ Erikson
Hager
Dorn
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

✓ Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
FEB 28 1979
ENGINEERING SECTION

Trout
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Return To
Bring Up
Action

City Of Enterprise

Enterprise, Oregon 97828

February 22, 1979

Oregon State Highway Division
La Grande, OR 97850

Att: Joseph A. Schlieski

In reference to your letter of February 20, 1979, the City agrees that down scoping the West Second Street project is the only way to go. Type "A" curbs are acceptable.

We are hoping that local bidders will reduce the estimated costs and that the work could be extended farther as you mentioned.

Thank you for your time and patience in revising this project.

Sincerely,

W H Barnett
W. H. Barnett
Mayor

OREGON STATE
HIGHWAY DIVISION
La Grande, Oregon 97850

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 20, 1979

Sub: Alamo St. - Greenwood Section
West Second Street
City of Enterprise

Honorable W. H. Barnett
Mayor of Enterprise
City Hall
Enterprise, Oregon 97828

Dear Mayor Barnett:

The estimated construction cost of the subject project is currently 132,000 including engineering and contingencies. We need to down scope this project to the monies available.

In considering ways in which to down scope the project it appears the most practical would be to shorten the project. We are proposing to construct the full street section including type "A" curbs from Alamo Street north to approximately the Prairie Creek overflow structure near station 8+00. I believe that you have a print of our location vicinity map.

Revising the curb section from a type "C" to a type "A", shortens the project approximately 50'. Since you prefer the type "A" curbs I'd recommend we use it.

There is a possiblity that the final project could be extended a little further north if the present estimated cost proves to be high.

I'd appreciate your comments or confirmation of our proposal as soon as possible.

Joseph A. Schliecki
Joseph A. Schliecki
Resident Engineer

cc: Region
file ✓

Form 81 734-3123

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

February 20, 1979

FILE:

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: Gerald Wimer, Manager
Local Government Section

SALEM

SUBJECT: Misc. Contracts & Agreements No. 6898
Alamo St. (W. Second St.) Greenwood St.
City of Enterprise

Enclosed are three copies of the above Agreement which have been signed by the City of Enterprise. A copy of Resolution No. 178 is attached to the Agreement.

Also, enclosed is copy of a letter from Dorothy S. Gilbert, City Recorder, identifying that a sentence has been added on page 3, shown as No. 6, and supplemental page 4 which stipulates the maximum amount of participation by the City.

The above items were added to the Agreement at the direction of the City Council who felt the statements concerning the maximum amount of Local match funds available are very important.

Please take the necessary action to obtain final approval of the Agreement.

RCL/vt
Enc.
cc: W. H. Barnett
J. A. Schlieski

[illegible] ✓

T Weimer

City Of Enterprise

Enterprise, Oregon 97828

February 15, 1979

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA FEB 16 1979 ☐
RECEIVED
REGION 5 OFFICE

Oregon State Highway Division
P. O. Box 850
La Grande, OR 97850

Att: Roger C. Lang

Enclosed are the three bound copies of the Preliminary Engineering and Construction Finance Agreement for West Second Street.

We added a sentence on page 3 and labeled it No. 6. There is also a supplemental page 4 together with Resolution 178.

We hope this is satisfactory and we thank you for your patience.

Sincerely,

Dorothy S. Gilbert

Dorothy S. Gilbert
City Recorder

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1/25/79	CC1958		332-1491 (SCA) 332-1999 (SOS)

BILL TO: Code:

City of Enterprise
City Hall
Enterprise, Oregon 97828
Attn: Hon. W. H. Barnett, Mayor

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the SCA funds for the advance deposit for the P.E. for the Greenwood St.-Alamo St. Section on W. 2nd St. SOS-3201(1)			

Advance Deposit Amount $ 6,000.00
Advance Deposit Previously Transferred to Highway Fund $ --
Balance $ 6,000.00
Transfer to Highway Fund $ 5,800.00
Refund Due $
Partial or final request for billing
Number of the previous request in connection with this service.

Amount Due $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Gerald W. Wimer

SP*35736-734

Form A-65—5M—4-68

Date 1/25/79

Invoice No.

P. O. No.

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Oregon State Hwy. Engineer
Oregon State Hwy. Division
ODOT Building

Salem, Oregon 97310

This Space for Use of Accounting Division

Transfer from the SCA fund to the State Hwy. funds as the matching funds for the City of Enterprise for the Greenwood St.-Alamo St. Section on W. 2nd Street.

City of Enterprise Safer Off-System Project #SOS-3201(1)	$6,000.00

Gerald W. Wimer

332-1491 - SCA
332-1999 - SOS

Enterprise

Salem, Oregon
January 24, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Roger C. Lang
Region 5 Federal-Aid Engineer

Enterprise (W. Second St.)
City Street
Wallowa County

In response to your letter of January 16, 1979, to Mr. Versteeg concerning off-system project development you questioned the $91,000 figure quoted as being the available funding for the subject project. You are entirely correct; with the $10,500 City funds and the $91,000 they have $101,500. We inadvertently used some information off a memo from City-County dated 12-22-78 which did not contain the City's $10,500.

As indicated our estimate for the submitted project is approximately $132,000. The City has available $101,500 less engineering already spent in obtaining field information and that which will be required to develop contract plans and construct the project.

We do need to know how the project should be downscoped to stay within the available funds and provide the best project for the City.

_/_ Versteeg ✓
__ Christensen
__ George
__ Olson
__ Terpin
__ Sullivan
__ Scott
__ Andersen

RECEIVED
JAN 24 1979
ENGINEERING SECTION

__ Trout
Do Not File ☐
Return To __
Bring Up __/__/__
Action __

DOC:ab
cc: D. H. Moehring
F. Eriksen

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
January 16, 1979

Roger C. Lang

FROM: Roger C. Lang
Region 5 Federal Aid Specialist

SUBJECT: Project Development
Off System Projects

TO: J. H. Versteeg, Engineer
Engineering Section

SALEM

Your letters of January 11, 1979 call attention to a very frustrating problem we encounter in the field, realistic projects for the available funds.

In Region 5 our Resident Engineers, Consultant Engineers, and Region staff work very closely with the local governments in order to insure everyone knows what the score is at all times. Before a project is submitted to the Office of Technical Services, all unit costs are cleared through the Cost Accounting Section prior to final review with the local government agency. The thing that kills us is the revised cost after the project is submitted.

We know this is not a foolproof system as time factors and inflation continue to plague us. Also, there is sometimes a breakdown of communication concerning the scope of the project and available financing once the job goes in. For example, you identify that only $91,000 is available for Enterprise (West Second St.). This is not correct as the City has set aside $10,500 for additional financing (please refer to my letter of December 1, 1978 to Mayor Barnett with a copy going to you, Swan, Wimer, and Schlieski).

It is true the project will have to be downscoped considerably if your latest estimate of cost is correct. The City is unable to come up with any more money.

We in Region 5 stand ready to assist you in any matter that needs clarification or revision in order to meet the needs and financing for these Off System projects.

RCL:sh

cc Gerald Wimer
F. E. Terpin
Resident Engineers

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 18 1979
ENGINEERING SECTION

Trout
Not File
Return To
Bring Up
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 11, 1979

FROM: J. H. Versteeg
Engineering

SUBJECT: Project Development
Off-System Projects

TO: Frank E. Terpin
Location Engineer

Final Design is presently processing four Off-System projects for contracting where scope of project and funding are not compatible. These are as listed:

PROJECT	PROJECT PREPARATION BY	EST.	AVAILABLE FUNDS
Kingwood St. & 10th St. (Florence)	Consultant	$144,000	$95,000
Schumacker St. & Hussey Ave. (Cave Junction)	Consultant	$110,000	$75,000
1st, 2nd, 3rd, 4th & Oak Sts. (Rogue River)	ODOT	$107,000	$78,500
Enterprise (W. Second St.)	ODOT	$132,000	$91,000

The first two projects have been returned to Region. The consultant and Local Government Unit are in the process of reducing the scope of the project to fit within available funds. We are presently awaiting word on the third and fourth projects from the Regions as to where the Cities want to cut.

Projects located in the field must be within the local government's funding capability if we are to keep engineering costs at a reasonable level. Engineering costs can bite heavily into the available funds to construct the project if not closely watched on small projects.

The locating engineer or liaison engineer must be knowledgeable of the local government's funding capability, the scope of the project, and the project estimate and must keep these items in line throughout the location phase and design phase if done by a consultant.

Projects should not be forwarded from the Regions to Salem until scope and funding of project are compatible. (Consultants need to prepare an estimate and submit it to Region along with the plans for review.)

It would also be desirable to have along with the submittal of field data (on ODOT developed projects) an indication where we should downscope a project to bring it within fundable limits if needed.

The above has been discussed with Mr. Wimer and he is in the process of alerting our Federal Aid Engineers of this problem area. Any assistance you can generate from the Location Engineer's point of view would be appreciated.

DOC:ab
cc: D. H. Moehring
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
Dale Allen
W. E. Schwartz
R. T. Ewen
Gerald Wimer

Reynoldson
Are the indicated "available Funds" correct & consider PE charges & 100% city funds

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND AUTHORIZATION

1-8-79

FEDERAL AID PROJECT NO. SOS-3201(1)

STATE PRC NO. See below

COUNTY NAME Wallowa

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

ROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90072

O:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

Copies to
Gifford
Location
Trout
Region 5
Reynaldson ✓

ATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-8-79	FEDERAL ROUTE NUMBER	Non Federal-aid
		STATE ROUTE NUMBER	City Street

ENERAL LOCATION:

Greenwood Street - Alamo Street (Enterprise) Section

ENERAL DESCRIPTION OF WORK:

Preliminary Engineering

OU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

EMARKS

As requested in Mr. Swan's letter of 12-21-78, you are authorized to proceed with the above work at a TEC of $6,000 with Federal participation limited to $5,280.

ATE 1-8-79	SIGNATURE OF APPROVING OFFICIAL G. K. H	TITLE for Division Administrator

PR-1240 (8-70)
EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE OF OREGON
1859
ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box [illegible]   La Grande, Oregon 97850   Telephone 963-3177

December 22, 1978

The Hon. W. H. Barnett
Mayor, City of Enterprise
City Hall
Enterprise, Oregon 97828

Dear Mayor Barnett:

Re: Misc. Contracts and Agreements, Preliminary Engineering and Construction Finance Agreement [illegible] St. (East Second St.) - Greenwood St. Sec., [illegible] Project

Enclosed are four copies of an agreement concerning Preliminary Engineering and Construction Financing of the above subject project.

Please examine the agreement carefully and if found acceptable present them to the Mayor and City Recorder for signature after a resolution has been passed by the City Council authorizing them to enter into the agreement as described in T.I.P.S. [illegible] BY CITY item 5, page [illegible].

After the agreements have been signed, return the three blue bound copies to me for further processing. A fully executed copy will be forwarded to you upon final approval by the Department of Transportation.

Sincerely,

Roger C. Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/vt
Enc.
cc: Gerald [illegible]
J. A. [illegible]chlieski

Form 81-734 3123

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 21, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90072
Project No. SOS-3201(1)
Greenwood Street-Alamo Street (Enterprise) Section
Wallowa County

Attached data for the subject project consists of PR-1 form with project maps.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $6,000 with an obligation of $5,280 in Federal funds.

DRH:tmw

Attachments

cc: W. E. Schwartz
Harold Reynoldson, w/att.

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM [illegible]
(REV. [illegible])

12-21-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION (45 typewriter spaces) 21: City St., Greenwood to Alamo (Enterprise) 55
ADT
PRESENT: 150
FUTURE: --- (66) (70)
YEAR: (71) (72)
REGION: 10
STATE NAME: Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) 23: P.E., Gr., Dr., H-T Pave. 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER
PREFIX LETTER(S) 14: SOS- 23
NUMBER 7: 3201

CARD
CLASS OF FEDERAL FUNDS: Safer Off-System Roads
COUNTY NAME: Wallowa
COD
NAME OF URBAN AREA 17-31: --
ROUTE NO. N
FEDERAL-AID: Non (32)
STATE: City St.* (36) (37)
U.S.: --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.1%)	STATE FUNDS	OTHER FUNDS (City)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.34	6,000	5,280	- - -	720
5					**ROW**							
5					**CONST** (CODE) 6201		"Greenwood Street- Alamo Street (Enterprise) Section"	0.34	90,000	60,720	- - -	29,280
CARD 1	CODE 1	PREPARED BY: DRH					PROJECT TOTALS	0.34	96,000	66,000	- - -	30,000
	14	PROGRAM APPROVAL DATES: 10-13-78							(16) (23)	(24) (33)	REMARKS	

* W. 2nd St.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. [illegible])

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-21-78

T LOCATION (45 typewriter spaces) St., Greenwood to Alamo (Enterprise) 65	**ADT**	PRESENT 150	FUTURE --- (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 680 (4) (9)

ITEM NO. 90072 (14) (18)		

RK (35 typewriter Pave. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) SOS- 14 23	NUMBER 3201 7	SEQ. NO. (1) 13	I Projects Only POST MI. (24) (26)	DESIG. 27	

Safer Off-System Roads

--

COUNTY NAME Wallowa	CODE 063 (14) (16)				PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. N	FEDERAL-AID Non (32)	STATE City St.* (36)	U.S. (37) -- (41)		

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.1%)	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			Util. prep. work.
			0.34	6,000	5,280	- - -	720	
W								
NST DE) 01		"Greenwood Street- Alamo Street (Enterprise) Section"	0.34	90,000	60,720	- - -	29,280	ROW-60' min.; Access Control-none; Parking Restrictions-none.
DRH		PROJECT TOTALS	0.34	96,000	66,000	- - -	30,000	
				(16) (23)	(24) (33)	REMARKS		

VAL DATES

10-13-78

* W. 2nd St.

USCOMM DUSCOMM-DC 48905-P61

GREENWOOD STREET-ALAMO STREET (ENTERPRISE) SECTION
PROJECT NO. SOS-3201(1)

Existing Facility:

Roadway -- Bituminous surfaced 30 foot curbed roadway section providing two travel lanes with parking one side.

Structure -- Prairie Creek Br., reinforced concrete 30 ft. in length, HC 30 ft.

Adjacent Sections: Same as existing roadway facility.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.
2) Widen existing roadway to 36-foot curbed section requiring grade, drain, H-T pave and incidental work common to this type of project.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Enterprise Municipal Airport is located approximately 1/2 miles east of the project; however, no conflict with the operation of the airport will result from this project.

FHPM 4-1-4 Requirements:

a) State Clearinghouse -- Exempt from A-95 review under working agreement.
b) District 13 Clearinghouse -- It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary, as the work involved is such that it will not adversely affect decisions of other public work involved activities of concern to the clearinghouse agencies, as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-

Nonma

FHPM 7-7

a) Pu

b) Lo

NOTE:

1) Th

2) In
ar

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on December 11, 1978.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.

b) Location/Design -- Not a factor in the development of this project.

NOTE:

1) This project is in Congressional District No. 2.

2) Included in FY 79 AP in table of "Projected Federal Fund Obligations and Balances" for FY 79 Program.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 19, 1978

TO: CITIES OF BAKER, BOARDMAN, CANYONVILLE,
CARLTON, COOS BAY, DALLAS, ENTERPRISE and TILLAMOOK

Attn: City Managers and Public Works

SUBJECT: 1979 SOS Program

Under date of December 13, you were advised that the Oregon Transportation Commission had approved the allocation of projected Fiscal Year 1979 Safer Off-System Program funding for the project requested in your city.

The Oregon Department of Transportation has been advised by the Federal Highway Administration, and we wish to share this with you, that, "DOT (FHWA) does not plan to submit a supplemental appropriation request for FY 1979". This means "Those programs in the Surface Transportation Act of 1978, that are not funded from the trust fund, or have prior contract authority, will not be funded. The major program affected will be the Safer Off-System Roads program, utilizing general funds, will not have a 1979 appropriation".

We will utilize funds from prior years to fund, at least the preliminary engineering phase, these projects, if any unobligated balances are available.

The one alternative, to attempt full funding appropriation, is to write to the League of Cities and/or your Congressman.

Harvell H
[illegible] R
Schmidt
[illegible]
Holmes ✓
Hildebrandt

We hope this does not cause any undue constraints on your city and am sorry to have to inform you of this proposal.

Happy Holidays and a prosperous New Year.

Very truly yours,

G. W. Wimer, Manager
Local Government Section

DNH:pf

cc: William Penhollow (AOC)
Noel Klein (LOC)
Fred Klaboe
H. S. Coulter
E. S. Hunter
V. E. Skoog
D. E. Swan
Local Government Section ✓
Region Federal Aid Specialists

ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

December 19, 1978

The Hon. W. H. Barnett
Wallowa County
City Hall
Enterprise, Oregon 97828

Dear Mayor Barnett:

Re: Alamo-Greenwood Section of West Second Street, SOS-R, Group II and SCA Project

In my letter of December 1, 1978, I made reference to Transportation Commission action on the above subject project and identified funding participation as identified in the 1978 Surface Transportation Assistance Act.

Although the SOS-R funds are described in the Act, they are general funds and Congress has not taken any action towards appropriating the funds for fiscal year 79 (10-1-78 to 10-1-79). There are some indications Congress may not act on fiscal year 79 SOS-R funds and we just won't have them.

In the interest of keeping your project going we are attempting to program your project with unobligated fiscal year 78 funds. The funding rate will be at 86% Federal and 14% Local up to a $75,000 project, coupled with the $25,000 Special City Allotment as per explanation below:

75,000 x 86%	$64,500
+ 25,000 SCA	25,000
	$89,500

Should this be 88% and $66,000? S Wimer

Any project cost over $89,500 will be at 100% City cost.

This funding method is the same as originally described during the project development.

[illegible] ⑪

→ Reynoldson
Let Larry know answer to my question

Form 81-734 3123

We should know in the near future if we are successful in funding the project in this manner. I will keep you informed.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/vt
cc: Hal Versteeg
Buzz Swan
Gerald Wimer✓
J. A. Schlieski

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

December 14, 1978

Mr. Dawson Neil
Department of Public Works
City of Enterprise,
Enterprise, Oregon 97828

Dear Dawson:

Re: Final Project Assessment, Alamo St.-Greenwood St. Sec., West Second Street, SOS-R - SCA Project

Under the terms of the project application, the City shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 non-major action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
cc: Mayor W. H. Barnett
Gerald Wimer ✓
J. A. Schlieski

Rough Est

Roberts
12,14'78

Sta 146.5 - 13+50

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION West Second Street UNIT OR PART Greenwood- Alamo Sheet 1 of 1
HIGHWAY City St. (Enterprise) PREFIX 332-1491 COUNTY Wallowa

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUN
1.		Mobilization	Lump Sum	All	4,[illegible]	4,[illegible]
2.		Removal of Struct. & Obstruct.	Lump Sum	All	[illegible]	1,[illegible]
3.		General Excavation	Cu. Yd.	[illegible]	2.[illegible]	[illegible]
4.		Finish Roadbed & Slopes	Lump Sum	All	[illegible]	[illegible]
5.		Watering	M-Gal.	40	10.[illegible]	[illegible]
6.		Type 'C' Curb	Lin. Ft.	5360 [illegible]	6 4.[illegible]	1[illegible]
7.		Haul & Place Pit Run Gravel Base	Cu. Yd.	5,200 [illegible]	3.[illegible]	1[illegible],2[illegible].00
8.		Haul & Place 3/4"-0 Leveling Course	Cu. Yd.	1,[illegible]0 [illegible]	4.0[illegible]	4,[illegible]
9.		Class 'C' Asphalt	Ton	1,290 1400	30.0[illegible]	36,7[illegible].00
		Asph [illegible] Mix	Ton	91	135	
				Total		[illegible]
		Contingencies @ 4½%				3,91[illegible].00
		Engineering @ 10%				8,704.00
				Grand Total		[illegible]
		Aggregate In Binder Course (Placing)		65	[illegible]	
		Asph [illegible] Binder		[illegible]	[illegible]	
		Tr[illegible]	[illegible]			
		[illegible] Typical Placement			[illegible]	
	?	Pipes				
	?	Extra Work [illegible]				

21 Lane
13 [illegible]
2,400
30 K00
12 [illegible]
240
80[illegible]
13[illegible]
14[illegible]

Form FHWA 121 (Rev. 5-73)

913

UNITED STATES GOVERNME

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: December 11, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Project Assessment SOS-3201(-)
Alamo St.-Greenwood St. (Enterprise)
City St. West Second
Wallowa County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter
Manager, Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with your November 28, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a Category 3, Non-Major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P.V. Reese
G. L. Green for

cc:
ODOT (Proj Mgmt)
OSHD (Reg 5, Env)

Environmental Section
December 12, 1978

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
W. E. Schwartz
C. K. Ansell
Vernal Moore
John Preston
Gerald Wimer
B. L. Gifford (2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Telephone 963-3177

December 1, 1978

Honorable W. H. Barnett
Mayor of Enterprise
City Hall
Enterprise, Oregon 97828

Dear Mayor Barnett:

RE: Alamo St.-Greenwood Section of West Second Street
SOS-R, Group II, and SCA Project

The Safer Off-System project you applied for on January 13, 1978 has been approved for funding by the Transportation Commission at their regular meeting on November 28, 1978.

Under the terms of the 1978 Surface Transportation Assistance Act, the Federal participation has increased from 86% to 88%. Based on the preliminary estimate by Resident Engineer Joe Schlieski of $101,500, this will result in $66,000 Federal funds (88% of $75,000 maximum Group II project, see SOS-R Working Agreement), $25,000 Special Allotment, and $10,500 City funds.

Our Project Management Section has initiated action to begin the A-95 Review process (if necessary), program the project with FHWA, and prepare the necessary agreements for construction and financing of the project.

Final design work will not begin on the project until fully approved by FHWA. I will be in contact with you as each step of the program process is accomplished.

Sincerely,

Roger C Lang
Roger C. Lang
Region 5 Federal Aid Engineer

RCL:sh

bc Hal Versteeg - This job is in Salem, please take necessary action to complete design.
Buzz Swan
Gerald Wimer
J. A. Schlieski

Form 81-734 3123

11-78

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                                                                              EMBER  1978                    PAGE
     DATE     E       SUMMAR
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                                                                                       TAL                        DATE
                                                                                   FAR                          509
   E              E    E  DEPARTMENT         PREF          FUNCTION   GP   CURRENT MONTH
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                                                                  ** JOB TOTALS **                **             **

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                                                                  ** JOB TOTALS **                **             **

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                                               336    1441      920       00                                   424 83
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                                                                  ** JOB TOTALS **                **             **

                                                                                                                    00
                                          CONT NO        * FA PROJ NOS                                         440 83
  LAGRANGE-BAKER HW                            501    1436      905       00                                   103 38
                                               501    1436      906       00                                       52
                                               501    1436      914       00                                    69 38
                                               501    1436      920       00                                   90  46
                                               501    1436      921       00
```

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

505- 3201(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 28, 1978

Section Alamo St.-Greenwood St. (Enterprise) Unit (if appl) ____

County Wallowa

City Enterprise

Highway City St, West Second

State Hwy. No. Off System

Termini: M.P.(if appl) ____

Length Approx. 1750 feet.

Region 5

Construction Estimate $96,700
Program Amount

B. Purpose of Project:

Widen and pave narrow street. Unstable base has resulted in surface failure.

C. Origin & History of Project:

City is responding to requests of citizens. Residential growth in the area has increased traffic on this street, substandard width prohibits parking.

D. General Description of Project:

Grade, place surfacing material, construct curbs and gutters and repave existing 30-foot street with three inches of asphalt-concrete. Widen to 36-feet with 13 inches pit-run gravels, 2 inchesleveling rock and 3 inches asphalt-concrete.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2 ; Med. ____; Shldrs. 2 ; Parking ____

Traffic: Existing Facility: Existing ADT 100-200 ; Projected ADT ____; Yr. ____

Existing Level of Service Inadequate

Proposed Facility: Projected ADT ____; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels ________

Acres ________; Type of Relocation Req. ________________; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials to be obtained from existing sources and/or commercial suppliers.

Type of Structure(s):

None.

Brief Description of River or Stream and Type of Involvement, if any:

None.

Local City, County or COG priorities of project:

Wallowa County and the city of Enterprise identified this project as being top priority.

FHWA and/or OSHD approvals given, if any:

The southerly 500 feet was approved by the Transportation Commission on February 15, 1977.

*The city of Enterprise requested that this project be extended to Greenwood Street.

Location or Design Alternatives (identify and describe):

Project location is utilizing existing right-of-way corridor. Design of project is to the minimum standards because of limited funds.

Other Descriptive Information or Comments:

Structures over Prairie Creek will not be altered under this project due to financial constraints.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Project lies in the upper limits of the Wallowa Valley at about elevation 3760 feet, approximately 12" - 15" of topsoil cover glacial deposits of gravels. Mountains to the south rise to 10,000 feet, the lower slopes are timber covered; to the east and north sparsely vegetate plateau extends about 10 miles before breaking to the Grande Ronde River. Wildlife of the area include elk, deer, cougar, and other species common to northeast Oregon. Native vegetation of the valley floor are meadow grasses and willows. Prairie Creek, a clear mountain stream, flows through the city and crosses the street between Litch Street and Greenwood Street. Annual precipitation is about 13.7 inches. Summers are warm; winters are cold. Snowfall averages 50 inches.

2. Cultural:

Project lies in the southeasterly section of Enterprise which is experiencing a moderate growth rate. Primary industry of the area is ranching and lumbering; increasing tourism is adding to the economy. Enterprise has a population approaching 2,000 persons and is the county seat of Wallowa County. With several industries within the immediate area, there is some business traffic along this street. Repaving the existing street is not expected to materially alter present traffic patterns.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way required.

2. Estimated Impact on Traffic Patterns:

No increase or change is anticipated in traffic patterns.

Consequences--Air Quality, Noise, Safety, etc.:

None.

3. Estimated Impact on Land Use:

None.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None. There are no wetlands involved.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflict with clean air requirements.

b. Noise Standards

Noise study is required.

c. Water Quality Standards

No conflict with water quality standards.

d. Area Land Use and Transportation Plans, and Zoning

Project is consistent with land use plans, transportation plans and zoning laws.

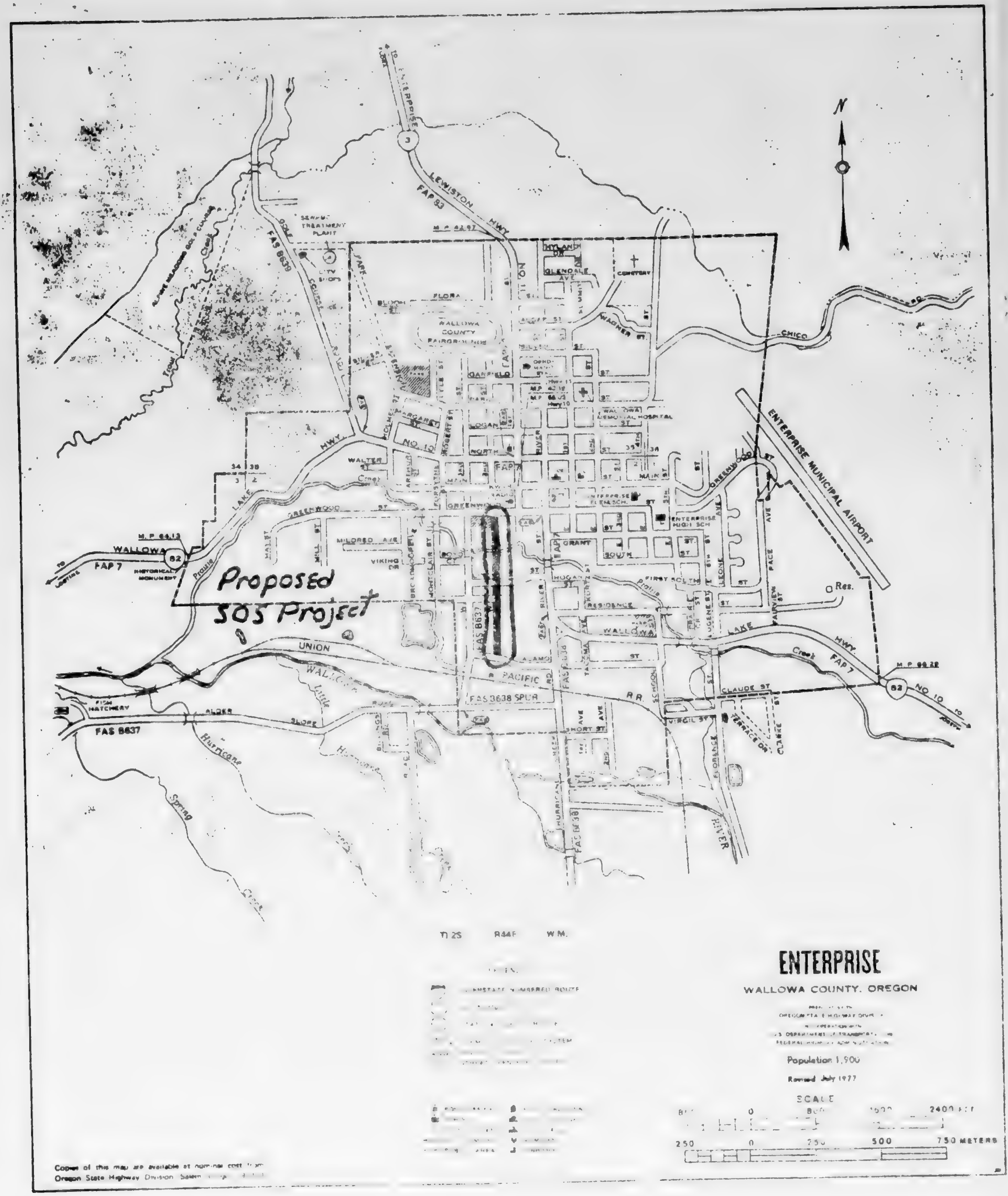
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Projects of this small scale are considered non-major actions per FHPM 7-7-2, Section 10, para. e.

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4


Proposed SOS Project

N
TO ENTERPRISE
3
LEWISTON HWY
FAP 83
M.P. 62.97
SEWAGE TREATMENT PLANT
CITY SHOPS
FAS 8639
HYLAND DR
GLENDALE AVE
CEMETERY
FLORA
WALLOWA COUNTY FAIRGROUNDS
WAGNER ST
CHICO
GARFIELD
LOGAN
NORTH
MAIN
GREENWOOD
GRANT
SOUTH
FIRST SOUTH
HOGAN
RESIDENCE
WALLOWA
MARGARET ST
HOLMES
NO. 10
HWY
WALTER ST
MILDRED AVE
VIKING
RIVER
WALLOWA MEMORIAL HOSPITAL
ENTERPRISE ELEM. SCH.
ENTERPRISE HIGH SCH
ENTERPRISE MUNICIPAL AIRPORT
GREENWOOD ST
LAKE
Res.
M.P. 64.13
WALLOWA
82
FAP 7
HISTORICAL MONUMENT
Prairie
Creek
UNION
PACIFIC
R.R.
WALLOWA
FAS 8638 SPUR
FAS 8637
ALAMO
CLAUDE ST
VIRGIL ST
TERRACE DR
CLARKE
FLORENCE
SHORT ST
ALDER
SLOPE
FISH HATCHERY
Hurricane
Little
Spring
Creek
M.P. 66.22
82
NO. 10
FAP 7
HWY
RIVER
34 35
3 2
T1 2S R44E W.M.
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS

ENTERPRISE

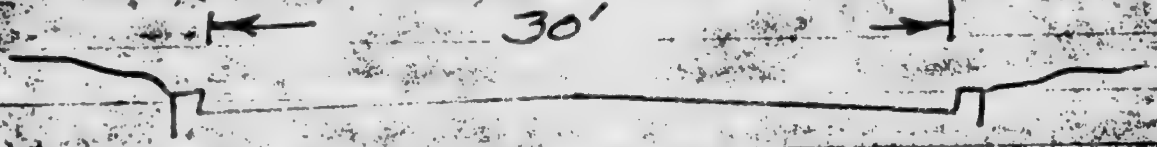
WALLOWA COUNTY, OREGON

Population 1,900

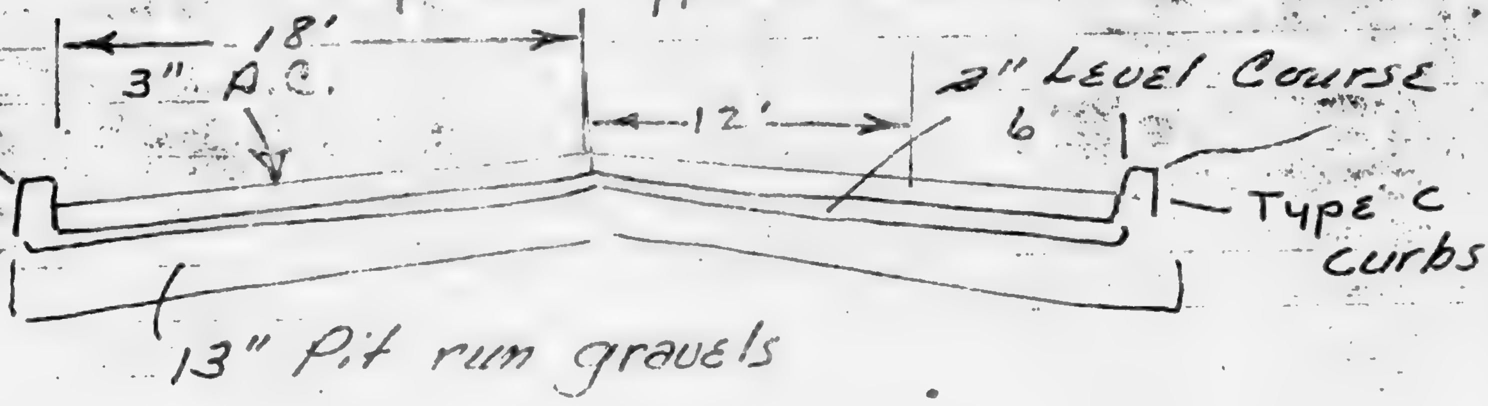
Revised July 1977

Copies of this map are available at nominal cost from
Oregon State Highway Division, Salem

Existing Typical Section



Proposed Typical Section


18'
3" A.C.
12'
2" Level Course
6'
Type C curbs
13" Pit run gravels

November 15, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1979 SOS Fund Allocation
Proposed Safer Off-System Roads Projects

On the Consent Calendar for the November 20 meeting will be a tabulation showing the distribution of fiscal year 1979 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

The President signed into law the Surface Transportation Assistance Act of 1978. The act, among other things, extends the SOS program for four years, FY 1979, 1980, 1981, 1982. Oregon's projected apportionment for FY 1979 is $3,[illegible],000.

I recommend your approval of the allocation of FY 79 SOS funds. Also on the Consent Calendar will be ten requests for approval of SOS projects. These projects are summarized as follows:

Group I - Eugene - Springfield Urbanized Area

The City of Eugene is requesting two projects, one is for constructing sidewalks and curbs on McKenzie Drive over Beltline Road and is estimated to cost $52,000. The other project is for a bridge over Amazon Channel on Acorn Park Street and is estimated to cost $140,000.

Group II - Cities less than 50,000 population

The City of Baker is requesting a bridge over Powder River on Broadway Street at an estimated cost of $111,000.

The request by the City of Boardman is for grading and paving portions of North Main Street and Columbia Ave. and is estimated to cost $92,500.

Group II - Continued

The City of Canyonville is requesting a grading and paving project on the I-5 to Main Street Section on West First Street and is estimated to cost $75,000.

The City of Carlton is requesting a grading, paving and curbing project on S. Yamhill St., W. Washington St., and E. Polk St. and is estimated to cost $50,000.

The request by the City of Coos Bay is for a grading, paving and curbing project on Ingersol Ave.-Kruse Ave. Section on Tenth Street and is estimated to cost $75,000.

The City of Dallas is requesting a grading, paving, curbing and sidewalk project on portions of Uglow St., Brentwood Ave., "A" Street, and Denton Ave. and is estimated to cost $250,000.

The request by the City of Enterprise is for a grading, paving and curbing project on the Alder Street-Greenwood Street Section of West Second Street and is estimated to cost $86,000.

The City of Tillamook is requesting a paving project on 4th, 5th, 7th and 8th Streets along with a number of connecting streets and is estimated to cost $97,[illegible].

The Federal funds required for these projects is estimated to be $646,100 and the matching by the local government [illegible] $412,000.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
Walt Hart D
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. G. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz
D. N. Harwell
Gary Potter
George Bell

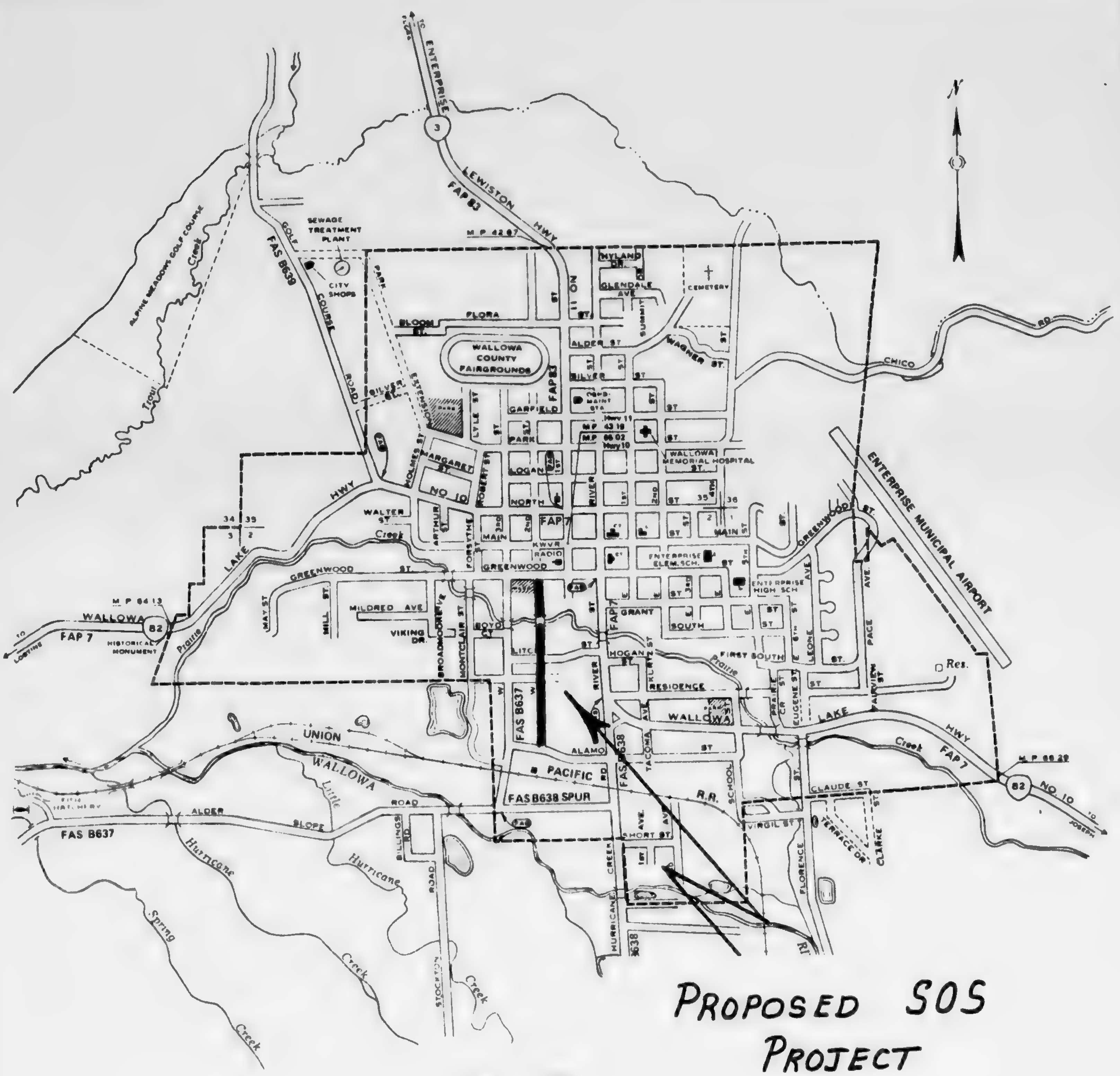
City of Enterprise
Proposed SOS Project

Alamo Street-Greenwood Street Section
West Second St.
Grade, pave and curb
$96,000

Grade and pave a street 36 feet between curbs. No sidewalks. No additional R/W. City will install catch basins and extend storm sewers where necessary.

Engineering by State.

Note: The city will receive $25,000 SCA funds as part of their matching funds for this project.


N
TO ENTERPRISE
3
LEWISTON HWY
FAP 83
M.P. 42.67
SEWAGE TREATMENT PLANT
CITY SHOPS
GOLF COURSE ROAD
FAS B639
ALPINE MEADOWS GOLF COURSE
Trout Creek
CEMETERY
HYLAND DR.
GLENDALE AVE
FLORA
BLOOM ST.
WALLOWA COUNTY FAIRGROUNDS
ALDER ST
WAGNER ST
SILVER ST
GARFIELD
PARK
LOGAN
NORTH
MAIN
GREENWOOD
WALLOWA MEMORIAL HOSPITAL
CHICO RD
ENTERPRISE MUNICIPAL AIRPORT
HWY NO 10
WALTER ST
FAP 7
KWVR RADIO
ENTERPRISE ELEM. SCH.
ENTERPRISE HIGH SCH.
GREENWOOD ST
MILDRED AVE
VIKING DR.
BROADMOOR
MONTCLAIR ST
GRANT
SOUTH
FIRST SOUTH
HOGAN
RESIDENCE
RIVER
WALLOWA
LAKE HWY
M.P. 66.13
WALLOWA
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FAP 7
HISTORICAL MONUMENT
Prairie Creek
UNION PACIFIC R.R.
WALLOWA
Little
ALDER SLOPE ROAD
FAS B637
FAS B638
FAS B638 SPUR
ALAMO
TACOMA
SCHOOL
CLAUDE ST
VIRGIL ST
TERRACE DR.
CLARKE
FLORENCE
SHORT ST
HURRICANE CREEK
Hurricane Creek
Spring Creek
STOCKTON ROAD
BILLINGS RD
M.P. 66.20
82
NO 10
TO JOSEPH
Res.
34 35 36

PROPOSED SOS
PROJECT

T1-2S R44E

LEGEND

INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL

POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA

PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY

ENTERPRISE

WALLOWA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,900

Revised July 1977

SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS

Copies of this map are available at nominal cost from
Oregon State Highway Division Salem Oregon 97310

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, OR 97850

February 1, 1978

FILE:

FROM: W. E. Schwartz
Region Engineer L. L. Epley

SUBJECT: West 2nd Street(Enterprise)

TO: Frank Terpin
Location Engineer

SALEM

Herewith the survey records for the subject project as listed on a separate sheet. No special provision rough draft has been made because they would be a copy of the narrative report. Copies of the items marked have been kept in the region office.

2-14-78

NOTE: This same project has been requested for SOS-79 funding - Using SCA funds as Match. It is anticipated this Survey will be Used. If Monies are approved for '79 SOS funding This City is in line for an approval.

LOCATION NARRATIVE REPORT

Section: West Second Street
Highway: City Street (Enterprise)

County: Wallowa
Grading & Paving Project

The proposed project includes grading, baserock, curbs, and paving on West Second Street (Enterprise) from Greenwood St. to Alamo St. a total of 0.34 miles.

Existing Road & Foundation Materials: The existing wearing surface is a 1" badly alligatored oil mat with extensive patching. This street is subject to heavy annual maintenance mainly caused by frost and heavy traffic. (Frost penetration is approximately 48".) The base course consists of 2"-0 coarse crushed base underlaid with pit run gravel for a total of 6". Below this base there is a 12" layer of dark sandy silt. At the depth of 18" there is a natural gravel layer 3"-0 in size. It is recommended that the subgrade excavation be taken down to this natural gravel layer - which should be approximately at the desired subgrade elevation.

Right of Way: The existing right-of-way on this project is 60 feet. No right-of-way acquisition will be required and there will be no problem staying within the right-of-way during construction.

Proposed Typical Section: There are two proposed typical sections for this project. From station 1 + 65 to 3 + 95 there is an existing parking area for the City Park and swimming pool. This is to be reconstructed to the existing width of 63 feet curb to curb. The remaining portion of the project is to be 36 feet curb to curb with the exception of the two structures. Through these structures the width will be tapered to 30 feet which is the existing structure width. In reviewing the cost of the project with Enterprise City Street Foreman, Dawson Neil, it was decided to go with Type "C" curb in lieu of the Type "A" monolithic curb and gutter.

Surfacing and Base: The proposed surfacing is 3" Class "C" asphaltic concrete commercial mix. The nearest commercial paving plant at the present time is in La Grande - a haul of 65 miles. The owner of this plant is planning on moving a small batch plant into the Enterprise area and should be moved in by the time this project is let - which is now proposed for the summer of 1979. (This should cut A.C. costs.) We are proposing 4" of 3/4-0 leveling course due to the 3"-0 pit run gravel base. The City of Enterprise will furnish the leveling course, but hauling and placing will be done on the contract. The City is planning a crushing contract this summer (1978) and will require the 3/4-0 to be crushed to Oregon Standard Specifications of 1974. The proposed pit run gravel base is to be furnished by the City, from a City owned pit. It too will be hauled and placed as part of the contract. This gravel deposit has worked well on other City streets. A sample has been submitted to the lab for analysis.

Drainage: All drainage work is to be performed by the City. The present storm sewer system has proven to be adequate with no complaints from the property owners or the City. There are two minor drainage problems. These are at the south east corner of West 2nd and Greenwood St. and the south end of the parking area at the City Park. It is planned that inlets will be installed at these locations and that the 12 existing inlets will be adjusted by the City. The 8" storm sewer line is located at centerline and the southerly portion empties into the Prairie Creek overflow channel at station 8 + 10. The depth of the storm sewer line is sufficient to clear construction but it should be noted in the special provisions that the contractor shall be responsible for any damages to this system. The northerly portion of the drainage from station 1 + 65 to 8 + 00 is taken care of by inlets that empty directly into natural drainage ditches. Note the inlets on the two structures.

The monies available for this project do not provide for any extensive storm sewer construction. Since the existing system has been in use for some time and appears to have been adequate we recommend that the drainage be left as is with the City making necessary adjustments and supplementing the present system as we've suggested.

General Excavation: The City has designated a waste area, located on the Golf Club Road 1 mile northwest of the project in the City Shop area. They plan to use the excess material on a future project. It should also be noted in the special provisions that selected topsoil material from the general excavation be stockpiled for use as curb backfill and finish slopes to the adjoining properties, etc. This amount of topsoil has been estimated at 300 cu. yds. There may be areas within the subgrade excavation where suitable pit run base already exists. In these areas the excavation could be limited to provide only for the leveling course.

Removal of Structures and Obstruct: There is an existing 48" CMP crossing at station 3 + 00. This pipe apparently served as a flume for a flouring mill years ago. It has since been abandoned and should be removed and backfilled. The pavement is badly settled over this pipe. Also there is an abandoned structure at 4+25 that is used as a drywell for surface drainage. One head wall has been removed. The remaining head wall can and should be removed on this project. We are uncertain as to how much of the structure has already been removed and backfilled. This could be an anticipated item on the contract.

Material Sources: Pit run gravel base - City Pit (Lewiston - Enterprise Hwy mile point 42.3) a 1.2 mile haul.
3/4-0 leveling course - City stockpile (Ant Flat Road) a 1.3 mile haul.
Class "A" concrete is available from either La Grande or Enterprise.
Class "C" Asphaltic Concrete - available only from La Grande at this time, there is a good possiblity that Rogers Asphalt will set up a small plant in Enterprise this summer.

Driveways: Driveway aprons are not to be a part of the construction on this project. It is recommended that the standard Type "C" depressed curb section be constructed with the reveal at the bottom of the driveway being 1" instead of the plan 1/2". All driveway work behind the curb will be performed by the City. It should be noted in the special provisions that the contractor will make provisions for temporary access during construction for the residents on the project.

Traffic Control: The City plans to close West 2nd Street to through traffic during construction and will perform all work necessary for temporary protection and direction of traffic.

Utilities: Pacific Power and Light Company maintains an aerial 7.2 kv line on the west side of the street from station 10+00 to 19+80, and on the east side of the street from 1+50 to 6+50. 6 ~~10~~ poles are in conflict with this project and will have to be relocated. The location plans have been reviewed by Norris Mulkey, engineer for P. P. & L. Co. There is an underground service to the Preso Apartments at station 16+75. This service will be monitored by the power company during construction - the service reportedly has 30" of cover.

General Telephone Co. maintains an aerial service along the east side from station 1+50 to 14+25 where their line crosses over to the power poles and continues southerly on the power poles. From station 10+00 to 14+25 the telephone poles along the east side of the street are approximately 6 feet behind the existing curb. There are several crossovers to residences that will be affected by the relocation of the power poles - station 10+50 to 12+40. There is also an underground service to the Preso Apartments in the same trench as the buried power. The location plans have been reviewed by Darrell Murphy, Installation and Repair foreman for General Telephone Co.

Crestview Cable TV maintains an aerial TV signal line following a common route with the telephone service. David R. Davis, Installer Technician, indicated they would probably go underground with their cable and install $1\frac{1}{2}$" PVC conduit on all crossings and future crossings during construction of this project. The location plans have been reviewed by Mr. Davis.

There are numerous sanitary sewer and waterline crossings. One is shown at station 5+09 - reportedly 10' below the present roadway. The City Street foreman stated that these are all below the excavation line and should not be disturbed. If any adjustments are necessary the City has agreed to perform this work. The main 6" transite waterline from station 10+50 to 19+50 is located on the east side - approximately 17 feet from centerline. This will put the water main under the new roadway. The City plans to leave it, as there is sufficient depth and it is a relatively new line. They also have a 2" line on the east side from 7+50 to 10+50. This line is also 17 feet from centerline and will be left in place. Adjustment of fire hydrants and/or water meters does not appear to be necessary.

Structures: There appear to be insufficient funds available to widened the existing structures. Both of these structures are actually a concrete arch pipe with a floor slab and concrete headwalls. There is no roadway deck slab. There is no cause for placement of bridge deck membranes. If our estimated costs are reduced significantly, consideration should be given to widening these structures with a multiplate arch culvert founded either on concrete footings or a steel plate footing. They could be widened sufficiently to carry the curb section across and eliminate any headwalls.

Contract Letting: The contract should be let early in the spring, when weather first permits the roadwork to begin. The project should be completed during one construction season.

Calendar Days: We'd recommend the project be set up for one construction season. Possibly 180 days.

General Comments: West 2nd St. is a main thorough fare. Preso Apartments, with a total of 48 units, and the U. S. Forest Service engineering office are located on the southerly end of this project. The City Park and swimming pool are on the northerly end. Loaded wheat trucks use this street on the way to the Wallowa Graing Growers and return along West 3rd St. (also known as Depot St.) The City is considering making West 2nd St. a one-way street south and West 3rd St. one-way north. This would not be implemented until West 2nd St. is up graded.

Things to be Done by City:

1. The City will install or adjust all drainage inlets, complete misc. drainage work; and make any sewer or waterline adjustments needed.

2. City will provide temporary signing, barricades, etc. required to close West 2nd St. during construction.

3. City will complete misc clearing work - a few trees.

4. City will provide waste area near City shops for excess excavation.

5. City will furnish pit run gravel base from their pit - to be hauled and placed by the contractor.

6. City will furnish 3/4-0 leveling course at their source - to be hauled and placed by the contractor.

7. City will complete driveway work behind the curbs.

8. City will provide delineators at existing structures as needed.

9. City will adjust paper boxes.

POSSIBLE SOURCES OF ADDITIONAL INFORMATION

W. H. Barnett	Mayor of Enterprise 117 E. Main St Enterprise, 97828	Phone: 426-3136
Dawson Neil	City Street Foreman Enterprise City Shops Enterprise, 97828	Phone: 426-3093
Darrell Murphy (Installation & Repair Foreman)	General Telephone Co. 1009 Adams Ave. La Grande, 97850	Phone: 963-6622
Norris Mulkey	Pacific Power & Light Co. 111 W. North St. Enterprise, 97828	Phone: 426-3158
David R. Davis	Crestview Cable TV Installer Technician 407 S.W. 2nd Enterprise, 97828	Phone: 426-3636

Report prepared by Gerald Juniper

For:

Joseph A. Schlieski
Resident Engineer

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION West Second Street UNIT OR PART Greenwood- Alamo Sheet 1 of 1
HIGHWAY City St. (Enterprise) PREFIX 332-1491 COUNTY Wallowa

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUN
1.		Mobilization	Lump Sum	All	4,000.00	4,000.00
2.		Removal of Struct. & Obstruct.	Lump Sum	All	1,500.00	1,500.00
3.		General Excavation	Cu. Yd.	3,700	3.00	11,100.00
4.		Finish Roadbed & Slopes	Lump Sum	All	1,500.00	1,500.00
5.		Watering	M-Gal.	40	10.00	400.00
6.		Type 'C' Curb	Lin. Ft.	3460	4.00	13,840.00
7.		Haul & Place Pit Run Gravel Base	Cu. Yd.	3,200	3.50	11,200.00
8.		Haul & Place 3/4"-0 Leveling Course	Cu. Yd.	1,200	4.00	4,800.00
9.		Class 'C' Asphalt	Ton	1,290	30.00	38,700.00
				Total		[illegible]
		Contingencies @ 4½%				3,917.00
		Engineering @ 10%				9,704.00
				Grand Total		$99,661.00

Form E-363 (Revised)

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 332-1491 Highway W. Second St. (Enterprise) Section Alamo St. - 500' North

Highway Class ....

Date 1-6-78

Yes No N/A*

1. Are the following being submitted?
- ☒ ☐ ☐ a. Detail Map (Hard Copy).
- ☐ ☐ ☒ b. Small Scale Ownership Map.
- ☐ ☐ ☒ c. Abandonment Map.
- ☒ ☐ ☐ d. Vicinity Maps (PUC and Structures).
- ☐ ☐ ☒ e. RR Encroachment Maps and Cross Sections.
- ☐ ☐ ☒ f. Interchange Layout Sheets.
- ☒ ☐ ☐ g. Location Profile.
- ☒ ☐ ☐ h. Located Line Cross Sections.
- ☐ ☐ ☒ i. Mass Diagram.
- ☒ ☐ ☐ j. Earthwork and Other Calculations to Support Estimate.
- ☒ ☐ ☐ k. Field Notes.
- ☐ ☐ ☒ l. Coordinate Sheets.
- ☐ ☐ ☒ m. Clearing and Grubbing Chart.
- ☐ ☐ ☒ n. Report on Bench Mark Recoveries (Form E-369)
  - ☐ ☐ ☒ (1) Description of Bench Mark (Form E-185).
  - ☐ ☐ ☒ (2) Report on Condition of Bench Mark (Form E-186).
- ☐ ☐ ☒ o. Photostats of Deeds and Legal Instruments covering Ownerships.
- ☒ ☐ ☐ p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
- ☐ ☐ ☒ q. Property Appraisal and justifications for alternate facilities.
- ☒ ☐ ☐ r. Preliminary Soils and Material Report.
- ☒ ☐ ☐ s. Statement of Source of Materials and Stockpile Site (Form E-368).
- ☐ ☒ ☐ t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
- ☐ ☐ ☒ u. Estimate for Movement of Utilities.
- ☒ ☐ ☐ v. Quantity Summary.
- ☒ ☐ ☐ w. Cost Estimate.
- ☒ ☐ ☐ x. Narrative Report of Survey.

☐ ☐ ☒ 2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?

☐ ☐ ☒ 3. Have all required temporary easements been designated as to area, type and duration?

☒ ☐ ☐ 4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?

☒ ☐ ☐ 5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?

☐ ☐ ☒ 6. Have you investigated drift conditions (snow and sand)?

☐ ☒ ☐ 7. Are there slide conditions apparent?

☒ ☐ ☐ 8. Have you been over this project with a Soils representative?

☐ ☒ ☐ 9. Have you been over this project with a R/W representative?

10. Has a typical section of the following been platted on the location profile?
- ☒ ☐ ☐ a. Roadbed Grading, with Surfacing.
- ☐ ☐ ☒ b. Retaining Walls.
- ☐ ☐ ☒ c. Slope Benching.
- ☐ ☐ ☒ d. Hand Placed Slopes.
- ☐ ☐ ☒ e. Rip Rap Work.
- ☐ ☐ ☒ f. Irrigation Ditches.
- ☐ ☐ ☒ g. Special Drainage Ditches.
- ☐ ☐ ☒ h. Channel Changes.
- ☐ ☐ ☒ i. Flumes.
- ☒ ☐ ☐ j. Sidewalks, Curbs and Gutters.
- ☐ ☐ ☒ k. Tunnel (Drainage).

☐ ☒ ☐ 11. Is relocation of a scale site necessary?

☐ ☒ ☐ 12. Does this project involve construction of a frontage road?

☐ ☒ ☐ 13. Will there be unusual difficulty in handling traffic during construction?

☒ ☐ ☐ 14. Have all important alignment points been referenced?

☒ ☐ ☐ 15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature ....
Locating Engineer
Joseph A. Schlieski

Address P. O. Box 850
LaGrande, Oregon 97850

91 3 5

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit 1-31-78

Subject: Federal Aid Project No. ____________

Project Name West Second Street (Enterprise)
Alamo Street to Greenwood Street 932

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

Or

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Enterprise, Oregon, this [illegible] day of January, 1978

City of Enterprise

Certified By:

Regional Right of Way Supervisor

Date 8-13-78

W. Barnett
Mayor ~~County Judge/Chairman~~

Councilman

PROJECT [illegible]
PME
LGE
CCL
TAF

cc: DE Swan
C T Kersey
R Trigsted

Instructions: Complete A or B and C.
R/W File No. ____________
Rev. 1/7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
January 16, 1978

R C Lang

FROM: R. C. Lang
Region Federal Aid Specialist

TO: Gerald Wimer
Local Government Section Manager

SALEM

SUBJECT: Proposed SOS Project
Alamo Street-Greenwood Street Section
West Second Street
Enterprise

Enclosed is an SOS project application received January 13, 1978 from the City of Enterprise concerning the above subject project. Also enclosed is a letter from Mayor Barnett requesting deferment of the 1978 SCA project so that funds may be better utilized if the SOS project application is approved.

The project application has been reviewed and the estimate of costs appears reasonable.

The project assessment has been given to Jim Kennedy for review and will be forwarded to the Environmental Section upon completion.

A portion of the preliminary engineering has been completed under the SCA Survey Authority. A revised Survey Authority is enclosed showing anticipated costs for the entire section.

Please advise if additional information is needed to process the application.

RCL/dlm
Enclosures

cc: William Barnett
Gary Potter w/ copy of application
Harold Brainerd w/ copy of application
Region V Right of Way w/ copy of application
J. A. Schlieski w/ copy of application
Vernal Moore w/ copy of application
Harlin Gerlach w/ copy of application

Roger Lang:
Project report logged in and will
be held until time for the establishment
of priority and eligibility. Right
now it looks quite promising for
SOS - SCA combination. Note the
2-year time limit for SCA projects.
1/19/78

PROJECT [illegible]MENT
CCE OM
IGE [✓ X] AE
JAN 17 1978
PM
TAA LG

Form 81-731-3039

ASG 0001

13

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Alamo Street-Greenwood Street

Date January 16, 1978

Highway City Street - W. 2nd

Authorization No. 1

County City of Enterprise, Wallowa County

Survey Prefix 332-1999 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Alamo Street to Greenwood Street.
Approximate length - 0.34 miles

505-3201(1)
1-8-79

Purpose of survey:

To prepare plans specifications and estimate of costs.

Estimate of cost:

Field	901	4,000
Design	905	600
Soils	910	500
Liaison	913	150
Utility	914	150
Specifications	921	500
~~Environmental~~	~~923~~	~~100~~

Total estimated cost of survey . . . . . $ 6,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Request made by: Roger C Lang
Region Federal Aid Specialist [redacted]

Recommended for Approval: Frank E. Perpin
Location Engineer

Recommended for Approval: Warren E. Schwarz
Regional Engineer

Approved:
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*19760-734

FEDERAL AID PROJECT REQUEST

505-3201 (   )

Date Jan. 13, 1978

Applicant Agency City of Enterprise

Request for: Off-System X, FAS-C ___, FAUS ___ Project

Federal Aid Route No. n/a Route Name West Second Street

Project Name Alamo Street - Greenwood Street section of West Second

Project Length 0.34 mile T Project Location (Attach sketch map)

Project Description Grade, Base rock, pave and curbs

RME RE ROE RECEIVED

Average Daily Traffic 100-200 Design Speed 25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 30 Travel Lanes 2 Shoulders n/a

Medians none Parking one side

Sidewalks

Remarks sidewalks exist in some instances

2. Desired Roadway Cross Section: (Attach sketch)

Width 36 Travel Lanes 2-12' Shoulders n/a

Medians no Parking yes

Curbed yes Length Curb Radii 16'

Sidewalk/Bikeway no

Remarks sidewalks responsibility of property owner. Low volume of bicycle use does not warrant construction

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ___ No X

3. Will additional right-of-way be needed? Yes ___ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ___ No ___

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? n/a

4. **Permanent Striping:**

Include in project or by applicant? n/a

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Prairie Creek

Type Poured in place reinforced concrete

Approach Roadway Width Shoulder Width

Length 30' + - Width 30'

To remain in place? yes - no change in structure, taper curbs to bridge rail, provide delineation

2. Proposed Structure:

Location none

Approximate Size: Length Width

Are sidewalk/bikeways desired? n/a

Are any utilities to be attached to structure? n/a

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Dawson Neil, Dept. of Public Works Office
2. Environmental	" Office
3. Public Hearing	" Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: City will install catch basins and extend existing storm sewers as necessary

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 90,700
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other________	
Preliminary engineering	6,000
PROJECT TOTAL	$ 96,700

Remarks City requests SCA grant be utilized for match of SOS funds. Also city has budgeted $7,200 additional to apply for this project.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Enterprise and/or ________ COUNTY

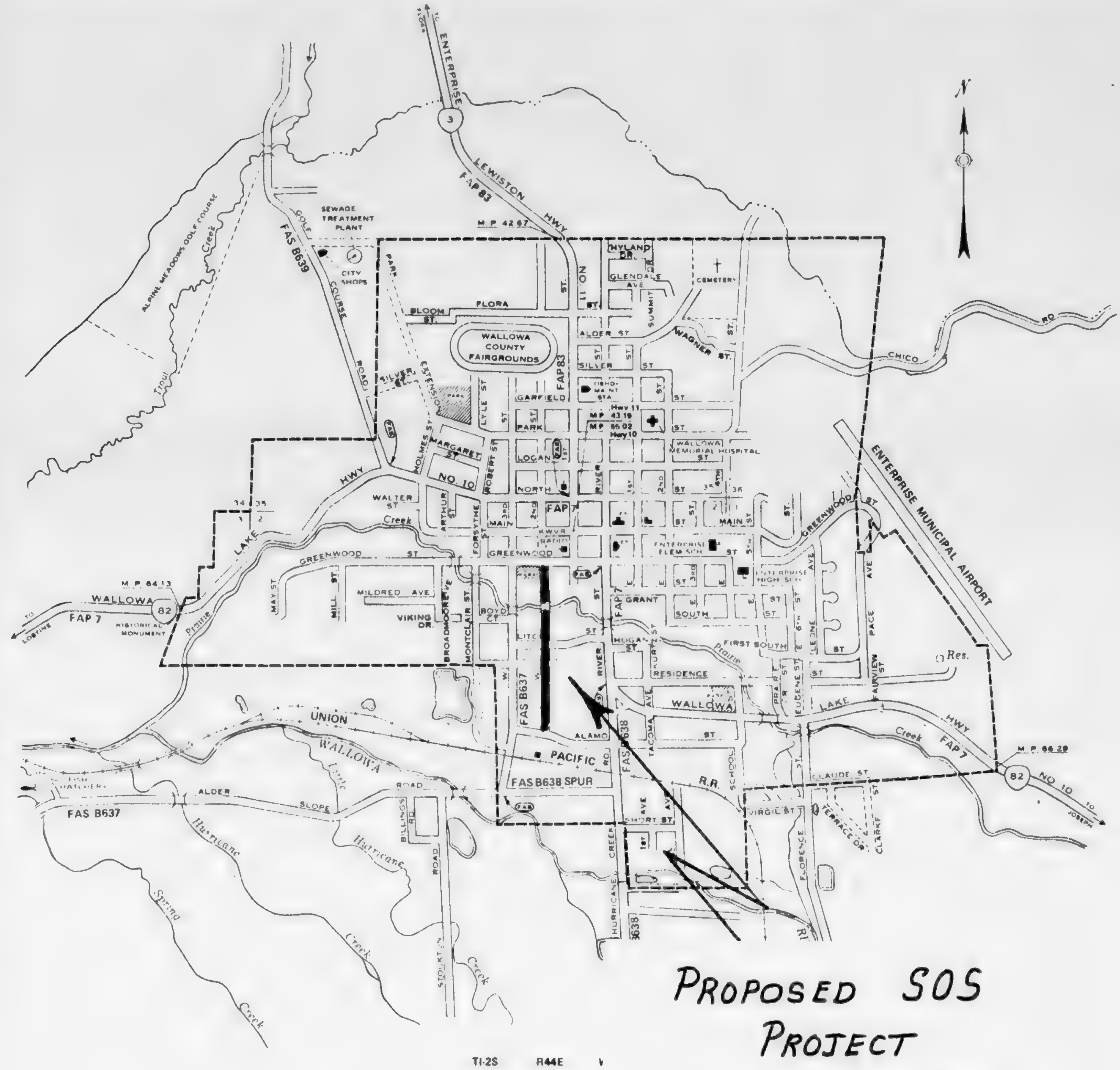
By W H Barnett
W. H. Barnett, Mayor

By________

By________

By________

By________


ENTERPRISE
3
LEWISTON HWY
FAP 83
N
M.P. 42.67
SEWAGE TREATMENT PLANT
CITY SHOPS
GOLF COURSE ROAD
FAS B639
ALPINE MEADOWS GOLF COURSE
Trout Creek
HYLAND DR.
GLENDALE AVE
CEMETERY
SUMMIT DR
NO. 11
BLOOM ST.
FLORA
ALDER ST
WAGNER ST.
CHICO RD
WALLOWA COUNTY FAIRGROUNDS
SILVER ST.
PARK
GARFIELD
ORDNANCE STA
Hwy 11 MP 43.19
MP 65.02 Hwy 10
WALLOWA MEMORIAL HOSPITAL
MARGARET ST
HOLMES ST
LOGAN
NO. 10
NORTH
FAP 7
WALTER ST.
ARTHUR ST
FORSYTHE
MAIN
KWVR RADIO
GREENWOOD
ENTERPRISE ELEM SCH
ENTERPRISE HIGH SCH
ENTERPRISE MUNICIPAL AIRPORT
34 35
3 2
LAKE HWY
Prairie Creek
GREENWOOD ST.
M.P. 64.13
WALLOWA
82
FAP 7
TO LOSTINE
HISTORICAL MONUMENT
MAY ST
MILL ST
MILDRED AVE.
VIKING DR.
BROADMOORE AVE
MONTCLAIR ST.
BOYD CT
GRANT
SOUTH
FIRST SOUTH
HOGAN
RESIDENCE
FAIRVIEW
PACE AVE
Res.
FAS B637
RIVER
FAS 638
TACOMA AVE
ALAMO
SCHOOL
UNION PACIFIC R.R.
WALLOWA
FAS B638 SPUR
CLAUDE ST
M.P. 66.29
82
NO. 10
TO JOSEPH
FISH HATCHERY
ALDER SLOPE ROAD
FAS B637
BILLINGS RD
SHORT ST.
VIRGIL ST
FLORENCE
TERRACE DR.
CLARKE
Hurricane Creek
Spring Creek
STOCKTON ROAD
HURRICANE CREEK
638

PROPOSED SOS
PROJECT

T1-2S R44E

LEGEND

INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF F.A. SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL

POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY

Copies of this map are available at nominal cost from
Oregon State Highway Division, Salem, Oregon 97310

ENTERPRISE

WALLOWA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
[illegible]
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,900

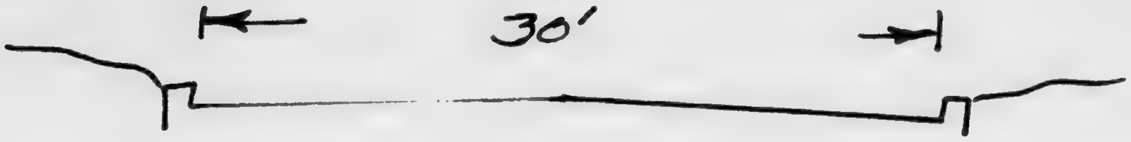
Revised July 1977

SCALE

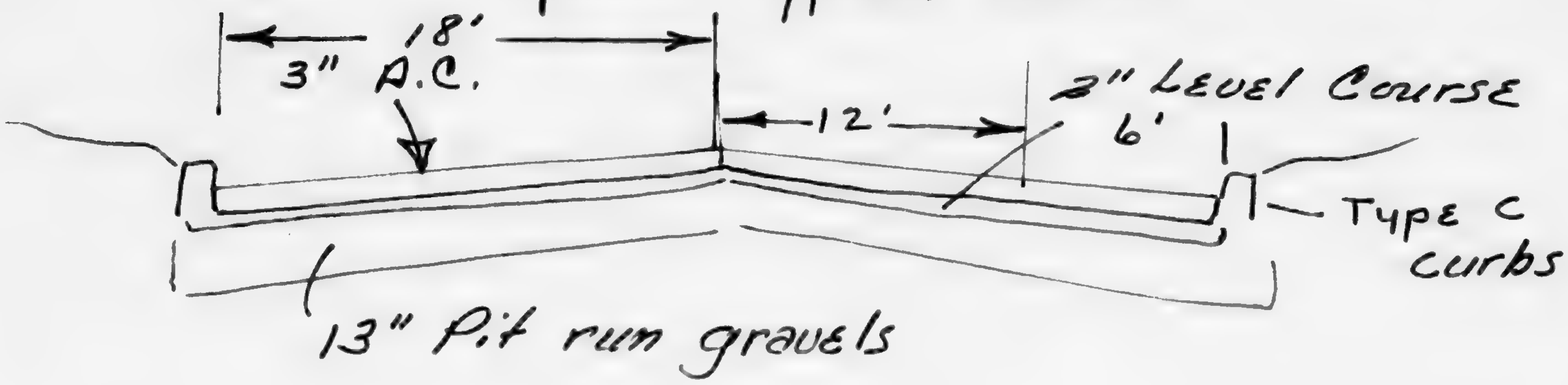
800 0 800 1600 2400 FEET

250 0 250 500 750 METERS

Existing Typical Section



Proposed Typical Section


18'
3" A.C.
12'
2" Level Course
6'
Type C curbs
13" Pit run gravels

City Of Enterprise

Enterprise, Oregon 97828

January 13, 1978

☐ RE ☐ RCE ☐ RBE ☐ RME
☒
☐ ROE JAN 16 1978
☐
☐ RDE RECEIVED
REGIONAL OFFICE

Roger C. Lang
Federal Aid Specialist
P. O. Box 850
La Grande, Ore. 97850

Dear Mr. Lang:

The City of Enterprise requests deferment of the 1978 Special City Allotment project for West Second Street until 1979.

It appears no contractors will be paving in the area this year. Also, the city wishes to utilize the funds for match of SOS application in order to improve the entire route.

SOS application and assessment are enclosed.

Sincerely,

W H Barnett

W. H. Barnett
Mayor

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Enterprise (West Second St.)

Highway: City Street (Enterprise)

County: Wallowa

Prefix: 332-1491

Res. Engr. Joseph A. Schlieski

Date January 12, 1978

Ten Year Traffic Coefficient 5.0

18 kip s.a. per day 1.9

R value 26

Frost Penetration 36"

CBE Total Requirement 13.0"

STRUCTURAL SECTION
NEW WORK

* ACTUAL THICKNESS	COMPONENT	CREDIT
3.0"	A.C.	6.0
2.0"	A.L. (3/4"-0)	2.0
13.0"	A.S.B. (3" top size)	10.5
18.0"		18.5"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs

* Actual thickness of the structural section has been increased to equal one-half the depth of frost penetration.

M

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date December 2, 1977
Section West 2nd Street
Unit (if appl)
County Wallowa
City Enterprise
Highway City Street (SCA)
State Hwy. No.
Termini: M.P.(if appl) Alamo St.-500 Ft. north
Length 500 feet
Region 5
Construction Estimate $32,235.00
Program Amount

B. Purpose of Project: To upgrade a badly deteriorated section of West 2nd Street in Enterprise.

C. Origin & History of Project: Request for funds under the Special City Allotment program (ORS 366.805) was submitted to and approved by the Transportation Commission in February, 1977. Construction is scheduled for 1978. Estimated cost to the City is $32,235. The State would contribute $25,000 (Letter: Harwell to Mayor Barnett, October 19, 1977).

D. General Description of Project:

Repave existing 30-foot street with three inches of asphalt-concrete. Construct curbs and gutters.

Alignment: New ______ Existing XX Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking ______

Traffic: Existing Facility: Existing ADT ______ ; Projected ADT ______ ; Yr. ______
Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______
Projected Level of Service ______

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels________
Yes, No

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials will be obtained from commercial sources.

Type of Structure(s):

N.A.

Brief Description of River or Stream and Type of Involvement, if any:

No involvement.

Local City, County or COG priorities of project:

Wallowa County identified the proposed project as top priority.

FHWA and/or OSHD approvals given, if any:

Project approved by the Transportation Commission on February 15, 1977.

Location or Design Alternatives (identify and describe):

None. Project is limited in scope.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The City of Enterprise is located at an elevation of 3760 feet msl near the southern extremity of the Wallowa Valley. The Wallowa mountains rise abruptly from the valley floor about one mile south of town. Environmental quality is high. The Wallowa River, a clear, mountain stream, flows through town several blocks north of the project area. Average annual precipitation at Enterprise is about 13.7 inches. Summers are warm; winters are cold. Snowfall averages 50 inches.

2. Cultural:

Enterprise has a population approaching 2,000 persons. It is the largest town in the Wallowa Valley and is the County seat. Local economic activities include farming, ranching, recreation, and timber production.

The proposed project is located in an area of apartment houses, single family homes, and U.S. Forest Service offices. One block west (Alamo and 3rd) are several businesses, including a mill, an auto repair shop, a lumber dealer, and a Cenex dealer. Consequently, some business traffic uses West 2nd Street. Repaving the existing street is not expected to materially alter present traffic patterns.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N.A.

2. Estimated Impact on Traffic Patterns:

N.A.

Consequences--Air Quality, Noise, Safety, etc.:

No significant impact.

3. Estimated Impact on Land Use:

No significant impact.

Consequences:

N.A.

4. Expected Impact on Natural Ecological Resources:

No significant impacts.

Consequences:

N.A.

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

N.A.

6. Preliminary Identification of Areas of Critical Concern:

No areas of concern have been identified.

7. Potential for Controversial Issues:

No controversial issues identified.

8. Potential for Consistency of Proposal With: Consistent with Wallowa County's comprehensive land-use plan.

a. Clean Air Implementation Plans

b. Noise Standards This project is unrelated to traffic noise increases. An FHPM 7-7-3 noise study report is not required.

c. Water Quality Standards

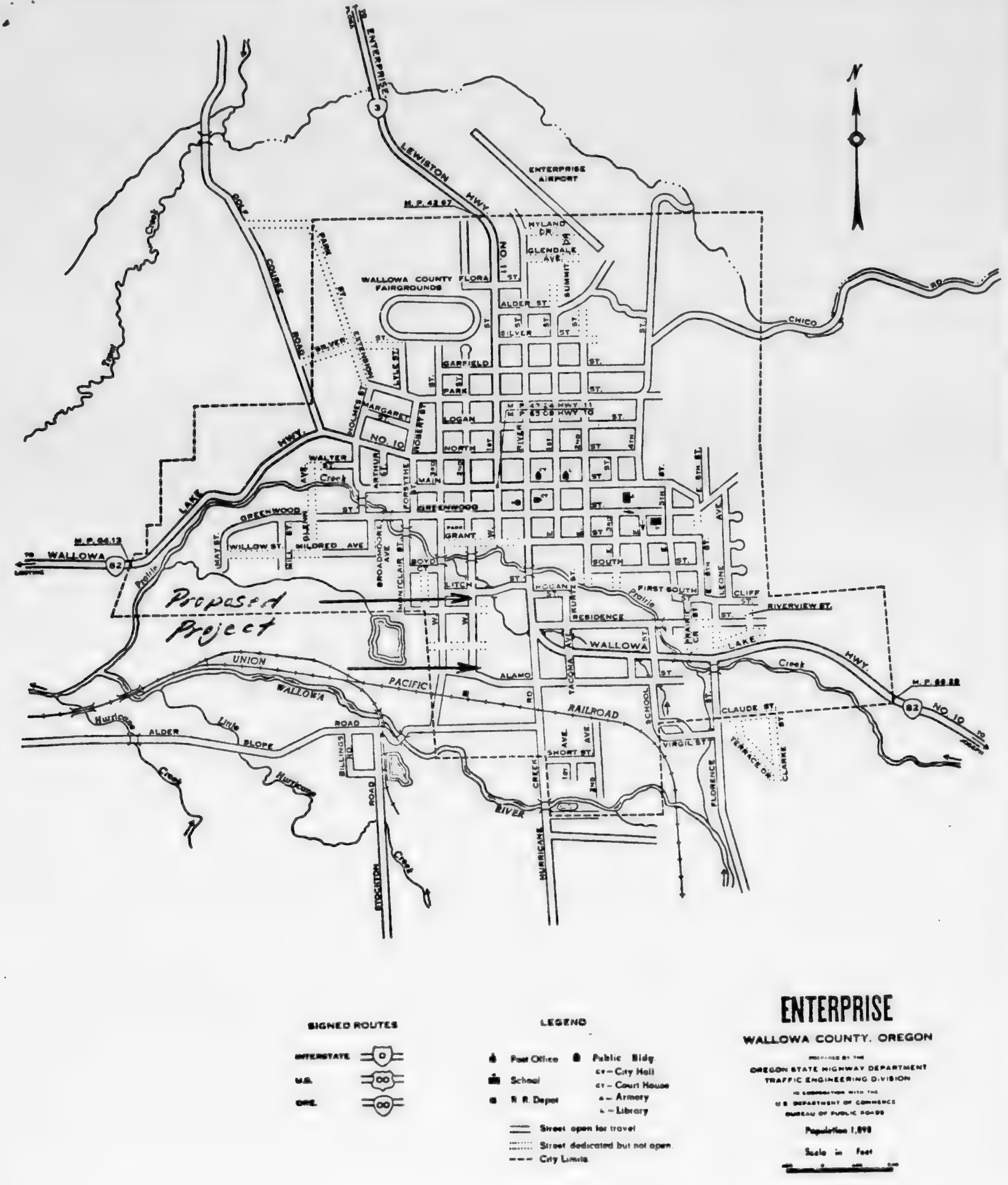
d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Project is limited in scope, non-controversial, and does not require additional right-of-way.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


N
TO ENTERPRISE
3
LEWISTON HWY
ENTERPRISE AIRPORT
M.P. 42.97
HYLAND DR.
GLENDALE AVE.
DR.
SUMMIT
NO 11
ST.
WALLOWA COUNTY FLORA
FAIRGROUNDS
ALDER ST
SILVER ST
ST
CHICO RD
PARK ST
SILVER ST.
EXTENSION
LYLE ST.
GOLF COURSE ROAD
Creek
GARFIELD
PARK
ST.
MARGARET ST.
M.P. 47.24 HWY 11
M.P. 65.08 HWY 10
LOGAN
ST.
HOLMES ST.
NO. 10
ROBERT ST.
NORTH
1ST
RIVER
1ST
2ND
ST
4TH
HWY
WALTER ST.
AVE.
Creek
ARTHUR ST.
MAIN
2ND
FORSYTHE ST.
GREENWOOD
ST.
3RD
E. 6TH ST.
LAKE
GREENWOOD
ST
PARK
GRANT
W.
ST
2ND
AVE.
M.P. 64.13
TO WALLOWA
TO LOSTINE
82
Prairie
MAY ST.
WILLOW ST.
MILDRED AVE
HILL
GLENN
BROADMOORE AVE
MONTCLAIR ST.
BOYD CT
SOUTH
ST.
LITCH
ST.
HOGAN ST.
KURTZ ST.
FIRST SOUTH
ST.
E. 6TH
LEONE
CLIFF ST.
Proposed
Project
Prairie
RESIDENCE
PRAIRIE CR
ST
ST.
RIVERVIEW ST.
W
W
WALLOWA
TACOMA AVE
LAKE
HWY.
Creek
UNION
PACIFIC
ALAMO
ST.
M.P. 66.28
82
NO. 10
TO JOSEPH
WALLOWA
RD
RAILROAD
SCHOOL
ST.
CLAUDE ST.
Hurricane
ALDER
Little
SLOPE
ROAD
BILLINGS RD
VIRGIL ST.
TERRACE DR.
CLARKE
ST.
AVE.
AVE.
SHORT ST.
Creek
Hurricane
CREEK
1ST
2ND
RIVER
FLORENCE
ROAD
STOCKTON
Creek
HURRICANE
SIGNED ROUTES
INTERSTATE
0
U.S.
00
ORE.
00
LEGEND
Post Office
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel
Street dedicated but not open.
City Limits

ENTERPRISE

WALLOWA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,898

Scale in Feet

August 1963

9135

November 9, 1977

City of Enterprise
City Hall
Enterprise, OR 97828

Attention: Dorothy S. Gilbert
City Recorder

MISC. CONTRACTS &
AGREEMENTS No. 6355

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of West Second Street from Alamo Street to 500 feet north.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

9135

Form 81-734-3039

SPEC. CITY ALLOTMENT PROJECT

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Enterprise (West 2nd St.)

Date November 8, 1977

Highway West Second St. (City street)

Authorization No. 1

County Wallowa

Survey Prefix 332-1491 (Assigned by Salem office)

Description of termini, route, length, etc.:

From 500' north of Alamo St. to Alamo St. along West Second Street. Overall length of project 0.09 miles.

Purpose of survey:

Prepare plans, specifications and estimate of cost.

Estimate of cost:

Field	901	$2,000
Plans	905	500
Soils	910	500
Utility	914	100
XXXXXXXX.	XXX	
Specifications	921	300

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Total estimated cost of survey . . . . . . $ 3,400

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Joseph H. Schlicht

Joseph A. Sc[illegible] Field Engineer

Recommended for Approval:

11/10/77

Region 5 Construction ~~Resident Engineer~~ xxx

Recommended for Approval:

Frank E.

Location Engineer

Approved:

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~ xxxxxxxxxxxxxxxx

SP*19760-734

SCA

√ m

October 19, 1977

City of Enterprise
117 E. Main Street
Enterprise, OR 97828

ATTN: Honorable W. H. Barnett
Mayor

RE: SPECIAL CITY ALLOTMENT PROGRAM

Dear Mayor Barnett:

Enclosed are three copies of an agreement covering the 197~~7~~8 Special City Allotment project on West Second Street (Alamo to 500' North).

Please have the Council consider the contents of the agreement, and if they approve, have the Council adopt a resolution similar to the enclosed sample, authorizing the Mayor and the City Recorder to sign the agreement. Return all three copies of the agreement and resolution to this office. After certification, a fully executed copy will be returned for the City's records.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

R. W. HARWELL
County City Engineer

by
F. F. Hildebrandt
Local Programs Coordinator

FFH:lml
Encl.

cc: Region 5

October 19, 1977

City of Enterprise
117 E. Main Street
Enterprise, OR 97828

Attention Honorable W. H. Barnett
Mayor

SUBJECT: Special City Allotment Program

Dear Mayor Barnett:

Your proposed project on West Second Street (Alamo to 500 feet North) was submitted and approved by the Transportation Commission for construction in 1978 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $32,235 with the State contributing $25,000.

Very truly yours,

D. N. Harwell
County-City Engineer

By

Fred Hildebrandt
Local Programs Coordinator

FH:ljt

cc: W. E. Schwartz, Region 5

City Of Enterprise

Enterprise, Oregon 97828

September 21, 1977

R. H. Prange
Local Projects Manager
Department of Transportation
Salem, Oregon 97310

Re: Special City Allotment
Program

Dear Mr. Prange:

We understand that this city's share of the cost of improvements to West Second Street will be $7,235.00.

We will be able to handle this amount in our budget and are anxiously awaiting approval of our project.

Sincerely,

W. H. Barnett
Mayor

WHB:dsg

PROJECT MANAGEMENT
CCE
TAE
SEP 22 1977
PM
LG

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1977

City of Enterprise
117 E. Main Street
Enterprise, OR 97828

ATTN: Honorable W. H. Barnett
Mayor

RE: SPECIAL CITY ALLOTMENT PROGRAM

Dear Mayor Barnett:

Your project request for improvement on West Second Street (Alamo to 500' North) is now estimated to cost $32,235 with the City's cost being $7,235. If this estimated cost is within your financial means, please notify us by mail no later than September 23, 1977 so your project can be included in the recommended list to be presented to the Transportation Commission.

Very truly yours,

R. H. Prange
Local Projects Manager

FFH:lml

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

Prelim. Pr. 9-1-77
Sanford

City: ENTERPRISE Date 6-1[illegible] Div. 3
Population: 1972: 1725 1977: 1900
Street: W. SECOND ST. (Alamo to 500' North.)

No. of Previous Projects 4
Last Project 1960 (Year)
Total SCA Funds $ 44,679
Funds/Capita $ 23.52
Average/Capita $ 27.08

EXISTING

Surface Now in Place: A. C. X Oil ____ Gravel ____ Concrete ____
Surface Width: 30 Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: 30 Ft. Right-of-Way Width: 60 Ft.
Remarks:

PROPOSED

Surfacing: A. C. X Oil ____ Other ____
Pavement Width: ____ Ft. Shoulder Width: ____ Ft. C-C Width: 30 Ft.
BASE DESIGN: A. C.: 3 in. Leveling: ____ in. Base: 9 in.
Lime T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.09 Mile, 500 Ft. Type Curb: Monolithic
Remarks:

ESTIMATE

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL 8%	$ 100%	$	$ 1826^{52}
TEMP. PROT. & DIRECT TRAFFIC	ALL 3%			685
GENERAL EXCAVATION	LUMP SUM	[illegible]	7^{00}	1585
1"-0 AGGR. BASE 8" DEEP	SQ. YD.	[illegible]	265	5194
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC 3" DEEP	SQ. YD.	[illegible]	5^{30}	[illegible]
CONCRETE INLETS	EACH			
CONCRETE CURBS	LIN. FT.		3^{00}	[illegible]
CONCRETE WALKS	SQ. FT.			
CONCRETE DRIVEWAYS	SQ. FT.			
____ INCH DEWER PIPE	LIN. FT.			
____ INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			
			TOTAL	$ [illegible]
Permanent Signing ($100 per Intersection)				
"E" Flagging	80 Hr @ 19^{00}			[illegible]
			TOTAL	$ [illegible]
Engineering and Contingencies (20%)				[illegible]
			TOTAL	$
City's Estimated Share of Survey				$ -
			TOTAL ESTIMATED COST	$ [illegible]

PROJECT MANAGEMENT
CCE ☐ OM
FAE ☐ OPE
SEP 2 1977

*Items include 10% allowance.

STATE OF OREGO

INTEROF E MEMO

TO: MEMO TO THE FILES

DATE: June 15, 1977

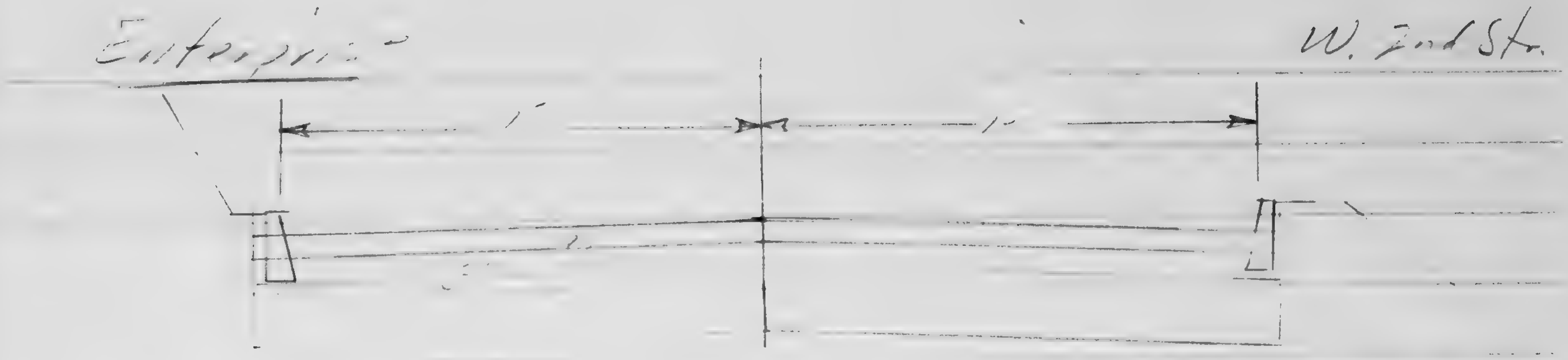
F. Hildebrandt

FROM: Fred Hildebrandt
Local Projects Coordinator

SUBJECT: City of Enterprise

This was a near project last year, and I believe should be a project this year. I contacted the city street foreman, as the Mayor, who was to meet me, was out of town this week. This project services apartment houses, forest service buildings, all on the south end. It carries forest service trucks and local traffic. The street is badly checked, curbs deteriorated, and the project is just generally falling apart. I believe the material on top could be taken and scarified, mixed with lime, and re-laid. In talking with the city street foreman, he informed me that the city was strapped and would prefer to stay within the $25,000, but there was a possibility of maybe $10,000 in street funds could be set aside to be used on this project. The project engineer should contact the city street foreman or the city during location to see if any money is available. I am doing an investigation on the full length because of this possibility. The last part of the project from Litch Street to Greenwood could be overlaid after new curbs were installed. This section appears to be in much better shape and holding up better than the rest of the street. The city park is at Greenwood Street and carries considerable traffic. The city street foreman informed me that there was a new fellow who is in town setting up a crusher to crush material from the river. Removal of gravel was being paid for by the forest service. The city is attempting to talk him into setting up a paving plant so they could get cheaper paving materials. He appears interested in it and may possibly set up a plant next year. I would class this project as a number 1.

FH:ljt


Enterprise
W. 2nd Str.

[illegible]

500
[illegible] × ~~900~~ ×1.10 = 651 Cu Yd.
27

[illegible]

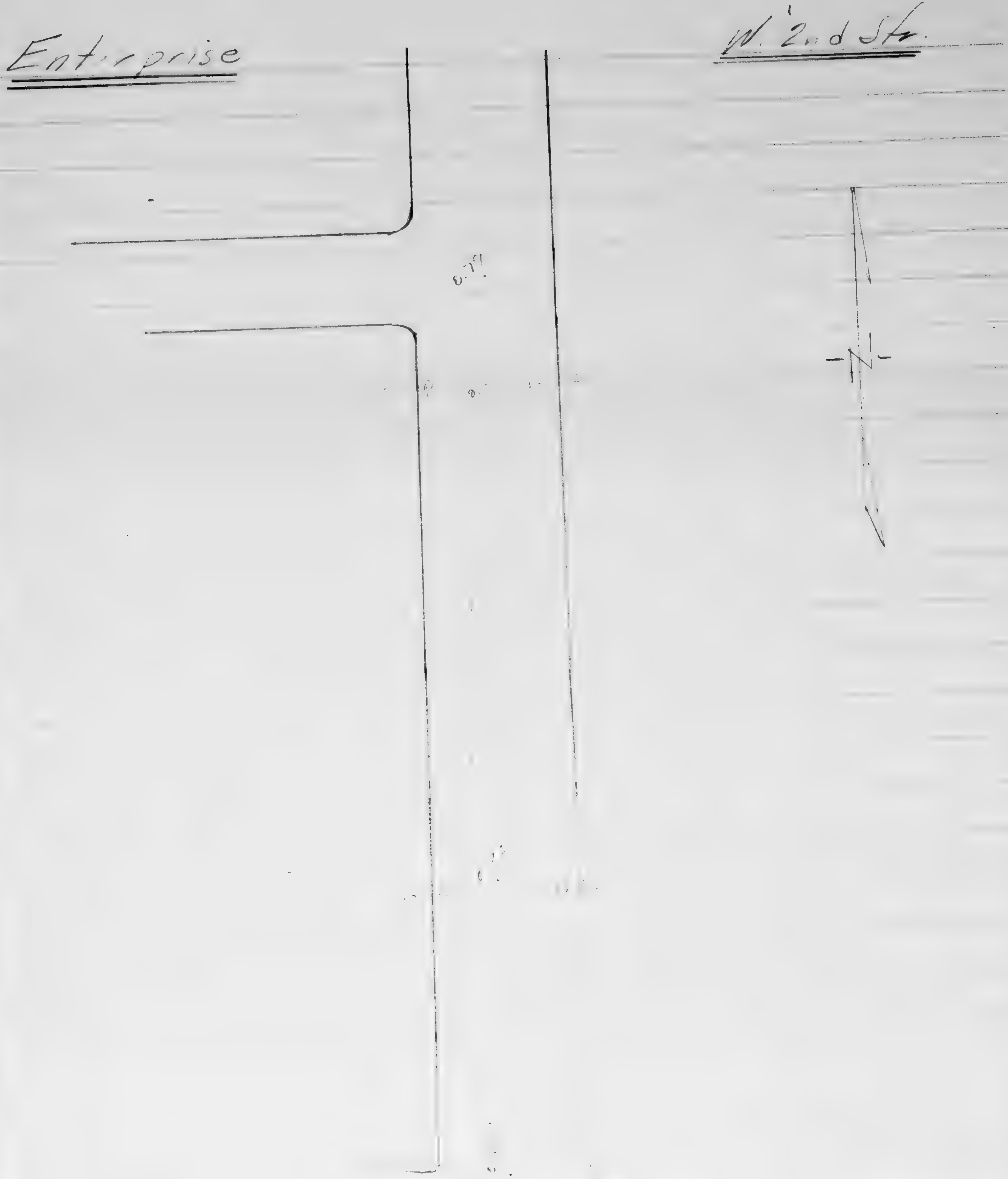
[illegible] 900 [illegible]

[illegible]

[illegible] Sq. [illegible]

[illegible]

50 × 2 [illegible]

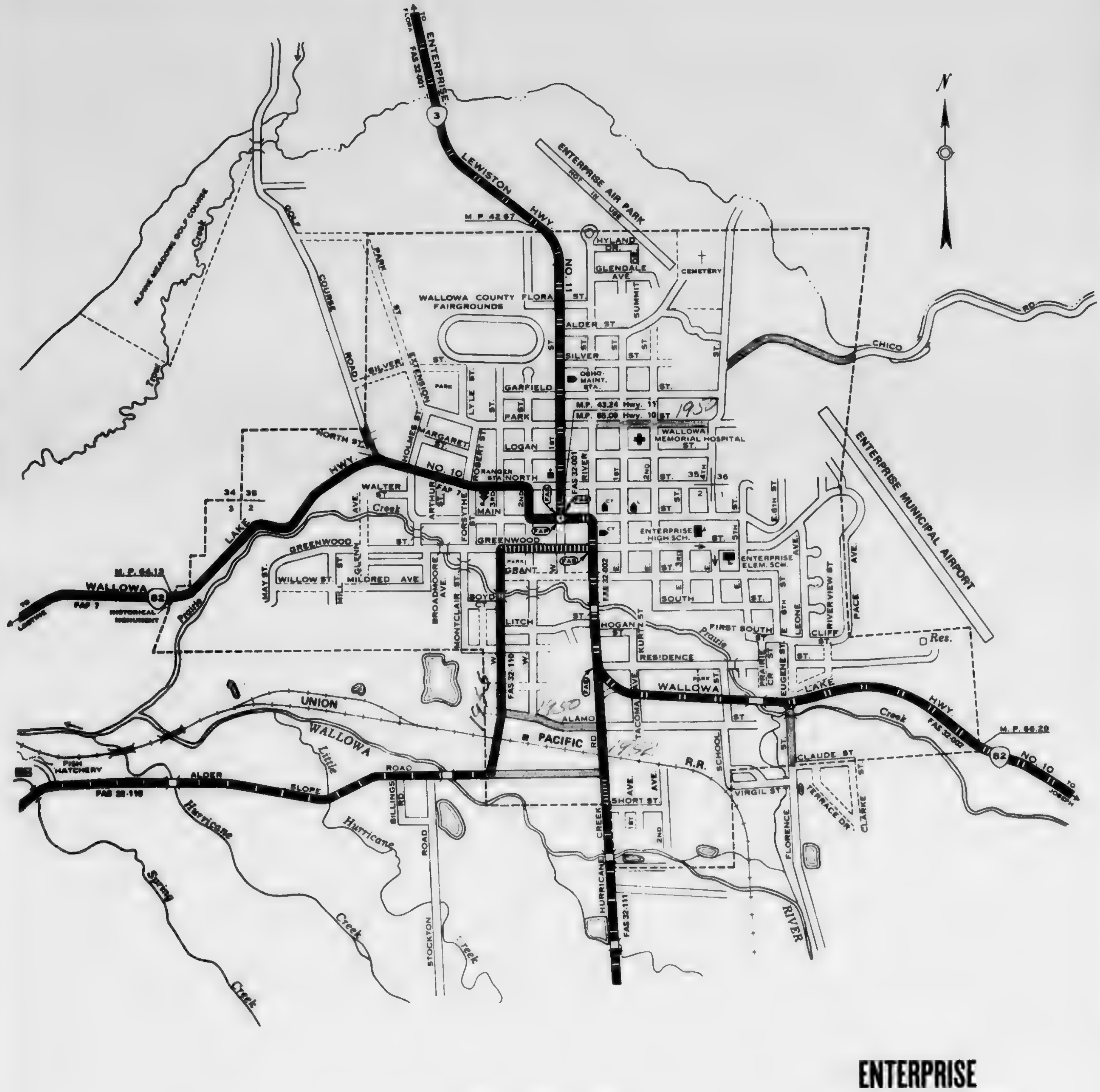

Enterprise
W. 2nd Str.

2

Greenwood
0.945
Prairie Creek

[illegible] [illegible]

[illegible]


TO FLORA
ENTERPRISE
FAS 32-001
3
LEWISTON HWY.
M.P. 42.67
NO. 11
ENTERPRISE AIR PARK
ENTERPRISE MUNICIPAL AIRPORT
HYLAND DR.
GLENDALE AVE.
SUMMIT
CEMETERY
FLORA ST.
WALLOWA COUNTY FAIRGROUNDS
ALDER ST.
SILVER
GARFIELD
ODHD. MAINT. STA.
PARK ST.
M.P. 43.24 Hwy. 11
M.P. 66.09 Hwy. 10
1950
WALLOWA MEMORIAL HOSPITAL
LOGAN
NORTH ST.
NO. 10
HWY.
MARGARET
HOLMES ST.
ROBERT ST.
LYLE ST.
RANGER STA.
ARTHUR
FORSYTHE
WALTER ST.
MAIN
RIVER
FAS 32-001
ENTERPRISE HIGH SCH.
ENTERPRISE ELEM. SCH.
GREENWOOD
GRANT
BOYD
LITCH
HOGAN
KURTZ ST.
RESIDENCE
TACOMA
SOUTH
FIRST SOUTH
LEONE
RIVER VIEW ST.
PACE AVE.
CLIFF
Res.
CHICO RD.
GOLF COURSE ROAD
PARK ST. EXTENSION
SILVER
ALPINE MEADOWS GOLF COURSE
Trout Creek
LAKE
M.P. 64.13
WALLOWA
82
FAP 7
TO LOSTINE
HISTORICAL MONUMENT
Prairie
Creek
GREENWOOD
MAY ST.
WILLOW ST.
MILDRED AVE.
GLENN AVE.
BROADMOORE AVE.
MONTCLAIR ST.
FAS 32-110
FAS 32-002
1955
1950
ALAMO
UNION
PACIFIC
R.R.
1952
WALLOWA
Little
FISH HATCHERY
ALDER SLOPE ROAD
FAS 32-110
WALLOWA LAKE HWY.
M.P. 66.20
NO. 10
FAS 32-002
TO JOSEPH
CLAUDE ST
VIRGIL ST.
SHORT ST.
SCHOOL
EUGENE ST.
PRAIRIE CR ST.
TERRACE DR.
CLARKE
FLORENCE
RIVER
BILLINGS RD.
Hurricane
Spring Creek
STOCKTON ROAD
HURRICANE CREEK
FAS 32-111
N

ENTERPRISE

WALLOWA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,765

Scale in Feet

Revised December 1973

TI-2S R44E W.M.

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

●	POST OFFICE	●	PUBLIC BLDG.
■	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
— —	CITY LIMITS	L	LIBRARY

SCA

PROJECT DATA. CITY OF Enterprise Date Feb. 16, 1977

To be financed by Special City Allotment Fund and necessary city funds.

Street name West Second from Greenwood St. to Alamo St.
(Locate project on attached map.)

Project length 1699 ft.

DESIRED STREET SECTION:

Standard roadway; width of travel way: 30 feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 30 feet

Remarks ____

Surface now in place: Oil ____ Paving X Gravel ____

Present surface width: 30 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: Greenwood St. - 90 ft.; Alamo St. - 60 ft.

Are intersecting streets curbed? Yes ____ No ____

Remarks Greenwood St. is curbed; no curbs on other intersecting streets

CONCRETE CURBS:

Now in place? Yes X No ____

Width between present curbs: ____ feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: 16 feet

Does city desire special type of curbs? Yes X No ____

Explain: curb and gutter type

SIDEWALKS

Are sidewalks now in place? Yes____ No X

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No X

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

______feet N.___ S.___ E.___ W.___

______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: ______feet

Remarks All utilities are in place in parking sides of street

STORM SEWERS

Now in place? Yes X No____

If yes, are they adequate for increased flow? Yes X No____

Indicate depth of main lines from present surface: 3.5 feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No X

/Show location of outfall on city map./

SANITARY SEWERS

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 5.0 feet

Remarks

SCA

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ____

If yes, how deep from present surface? 3.5 feet

Remarks Water mains in parking; only service lines cross street

DRIVEWAYS:

To be constructed as part of project? Yes ____ No X

Asphaltic concrete? Yes ____ No ____

Portland cement? Yes ____ No ____

How many? ____________

Must driveways be Portland cement to comply with city code? Yes ____ No ____

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No X (If yes, please include copy of ordinance.)

Remarks ________________________________

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ____ No X

Electric poles? Yes X No ____

Which company? Pacific Power & Light Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ____

Which company? General Telephone Co. of the N. W.

Railroad tracks? Yes ____ No X

Which company? ________________

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks ________________________________

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks all work to be let on contract

GENERAL INFORMATION:

Are city finances available? Yes ___ No ___

When available? Date after July 1, 1977

Has city established grade on street? Yes ___ No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:

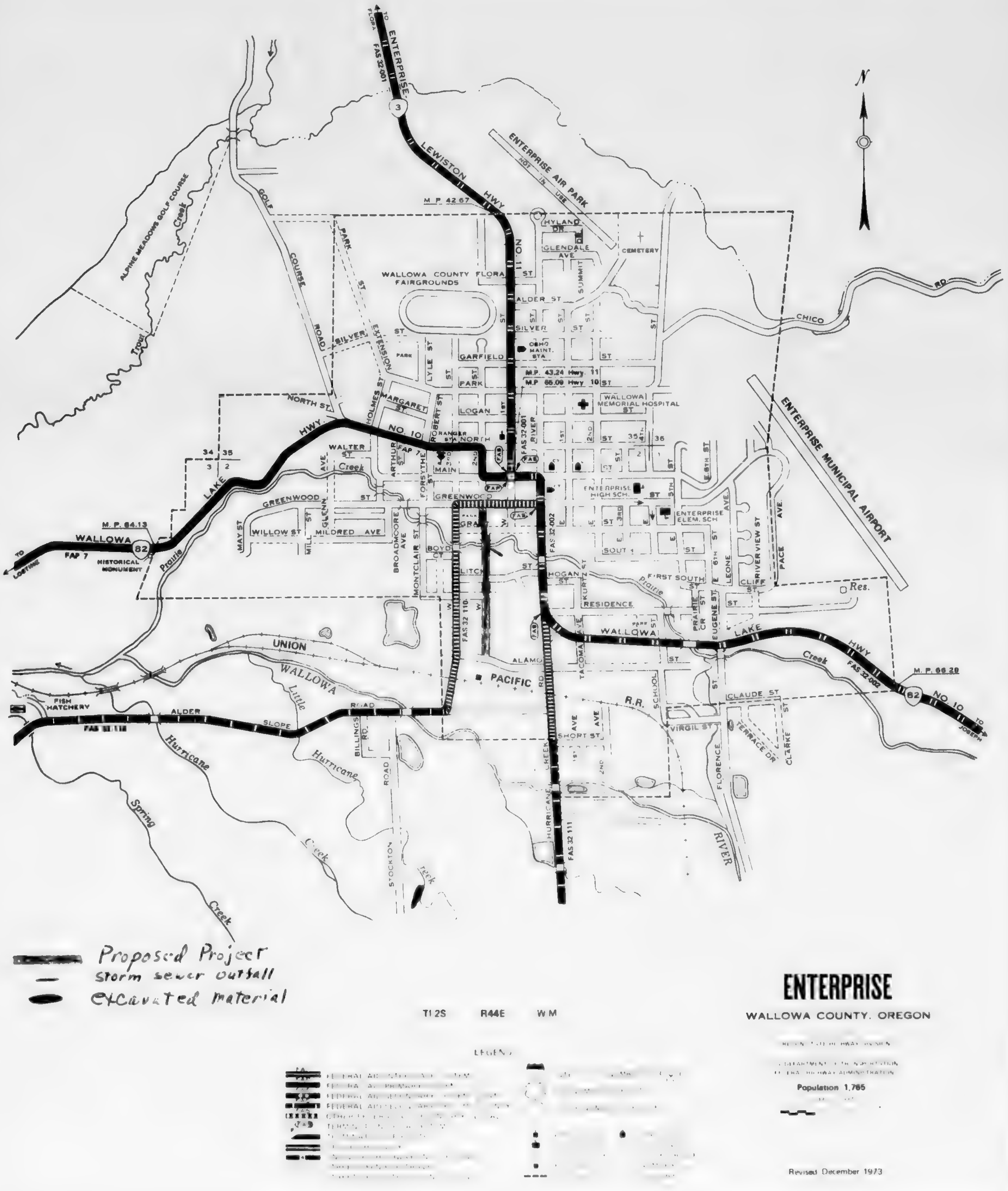
Stockton Road - location shown on map

General remarks:

By W H Barnett
Mayor

By Dorothy S Gilbert
City Recorder or ~~City Manager~~

By Dawson F Niel Street Supt.
City ~~Engineer~~


TO FLORA
ENTERPRISE
FAS 32.001
3
LEWISTON HWY
M.P. 42.67
ENTERPRISE AIR PARK
NOT IN USE
N
HYLAND DR
GLENDALE AVE
CEMETERY
WALLOWA COUNTY FLORA ST
FAIRGROUNDS
NO 11
ALDER ST
SILVER ST
SUMMIT ST
CHICO RD
GOLF COURSE ROAD
PARK ST
SILVER EXTENSION
ALPINE MEADOWS GOLF COURSE
Trout Creek
ODHD MAINT. STA
GARFIELD
M.P. 43.24 Hwy 11
M.P. 65.09 Hwy 10
PARK
WALLOWA MEMORIAL HOSPITAL
LOGAN
MARGARET ST
HOLMES ST
LYLE ST
ROBERT ST
NORTH ST
NORTH
RANGER STA
ENTERPRISE MUNICIPAL AIRPORT
HWY
NO 10
WALTER ST
FAP 7
MAIN
RIVER
FAS 32.001
34 35
3 2
35 36
ARTHUR
FORSYTHE ST
Creek
GREENWOOD ST
GREENWOOD
ENTERPRISE HIGH SCH.
ENTERPRISE ELEM. SCH
LAKE
GRANT
M.P. 64.13
WALLOWA
62
FAP 7
TO LOSTINE
HISTORICAL MONUMENT
Prairie
MAY ST
WILLOW ST
MILL ST
GLENN AVE
MILDRED AVE
BROADMOORE AVE
MONTCLAIR ST
BOYD CT
LITCH
FAS 32.002
HOGAN ST
KURTZ ST
FIRST SOUTH ST
SOUTH
RIVERVIEW ST
PACE AVE
LEONE AVE
CLIFF ST
Res.
RESIDENCE
PRAIRIE CR
EUGENE ST
WALLOWA LAKE HWY
FAS 32.110
UNION
PACIFIC
ALAMO
TACOMA AVE
SCHOOL
R.R.
Creek
M.P. 66.29
FAS 32.002
62
NO 10
TO JOSEPH
CLAUDE ST
VIRGIL ST
FISH HATCHERY
ALDER SLOPE ROAD
FAS 32.110
Little Hurricane
BILLINGS RD.
Hurricane Creek
SHORT ST
FLORENCE
TERRACE DR
CLARKE ST
STOCKTON ROAD
HURRICANE CREEK RD
FAS 32.111
RIVER
Spring Creek
Proposed Project
storm sewer outfall
excavated material
T12S R44E W.M
LEGEND
FEDERAL AID

ENTERPRISE

WALLOWA COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,765

Revised December 1973

PROJECT MANAGEMENT
FEB 25 '77
REFER TO:
FOR
R/D

RESOLUTION #156

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Enterprise is an incorporated city of the State of Oregon and has a population of 1900 as given by the latest official census; and

WHEREAS, the following streets of said city, ____________________

West Second Street from Greenwood St. to Alamo St.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Revision

4. That the City of Enterprise does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor W. H. Barnett as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14 day of February, 1977.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Enterprise at a regular or special meeting of said Council, held on the 14 day of February, 1977, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 15 day of February, 1977.

Dorothy S. Gilbert
City Recorder

1980 Hemlock Ave.-8th Terrace 9136
Sec. in Coos Bay on 10th St. N.
(city street). (Gr. & pav.)

C&A 6500   4-14-78

91-6

Coos Bay

ROAD DESIGN SECTION 378-6558

DES 16

January 19, 1982

A. E. Shirley, Jr.
Region III Engineer, ROSEBURG

W. H. Wakerlig
Right of Way Descriptions Supervisor

RECEIVED
JAN 19 1982
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

Do Not File
Return To
Bring Up /
Action

Hemlock Avenue-8th Terrace (Coos Bay) Section
10th Street North
Coos County

We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall contain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.

2. Date of Survey.

3. [illegible]

4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Engineer Draftsman

ALD:rir
Attachment

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS (Previous 12-8-81)DATE: 7-6-83 (Rev.)

CITY: COOS BAY AGREEMENT NO: 6500 PROJECT NO: M-2641(1)

CONTRACT NO: 9136 SECTION: Hemlock Ave.-8th Terrace, 10th St. N.

PRELIMINARY ENGINEERING 306-1945:

Resident Engineer	$ 12,589.26
Final Design	4,473.38
Soils & Geology	1,258.09
Signing	335.20
Project Management	55.28
Specifications	1,380.16
Administrative Services	21.32
Environment	153.24
TOTAL P.E. COST	$20,265.93

CONSTRUCTION 306-1066:

Payment to Contractor	$240,308.95
Interest (Non-Participating)	13.58
SFO #1 Permanent Striping	394.68
SFO #2 Relocate Fire Hydrant	614.14
SFO #3 Permanent Signing	991.03
SFO #4 Pavement Marking Buttons	596.25
Construction Engineering (Non-Part. $67.99)	19,520.96
Audit Expense	307.94
Program Section	68.51
Construction Section	36.56
EEO Monitoring Expense	78.62
TOTAL CONST. COST	$262,931.22

SUMMARY:

Total P.E. Cost	$ 20,265.93
Total Const. Cost	262,931.22
TOTAL PROJECT COST	$283,197.15
Less Federal Funds	(249,162.91)
Less Non-Participating Interest	(13.58)
AMOUNT TO BE SHARED	$ 34,020.66
State Share: 50% of $34,020.66	$ 17,010.33
City Share: (50% of $34,020.66) + $13.58 =	$ 17,023.91
Previously Computed City Share 12-8-81 =	$ 17,182.92
REFUND DUE CITY	$ 159.01

p

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-8-81	CC 81-70	

CREDIT DISTRIBUTION

306-1945-295	$ 631.92
306-1066-295	1,741.00

BILL TO: Code:

City of Coos Bay
500 Central
Coos Bay, Oregon 97420
Attn: Joe Schwarm, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement Federal Aid Urban Project M-2641(1) Hemlock Ave.-8th Terrace 10th Street N. Coos County Agreement No. 6500 Contract No. 9136			
TOTAL COST			$283,197.15
Less Federal Funds			249,013.89
Less State Share			17,000.34
City Share			17,182.92
City Advance Deposit			18,080.00
REFUND DUE CITY			$ 897.08
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$ 18,080.00
Advance Deposit Previously Transferred to Highway Fund	$ 14,810.00
Balance	$ 3,270.00
Transfer to Highway Fund	$ 2,372.92
Refund Due	$ 897.08
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1918 & CC 2054

Amount Due . . . . . $

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved: D E Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** December 8, 1981

CITY COOS BAY **Contract No.** 9136 **Date Completed** 9-5-80

PROJECT # M-2641(1) **Section** Hemlock Ave.-8th Terrace, 10th St. N.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 20,265.93
Payment to Contractor		240,308.95
Interest Paid Contractor		13.58
SFO #1 Permanent Striping		394.68
SFO #2 Relocate Fire Hydrant		614.14
SFO #3 Permanent Signing		991.03
SFO #4 Pavement Marking Buttons		596.25
Construction Engineering		20,012.59
TOTAL COST		$283,197.15
Less Federal Funds		249,013.89
BALANCE		$ 34,183.26
Less Non-Participating Costs:		
Interest Paid Contractor	$ 13.58	
SFO #3 Permanent Signing	169.00	
Construction Engineering	67.99	$ 250.57
AMOUNT TO BE SHARED BY STATE & CITY		$ 33,932.69

State Share:
50% of ($33,932.69 + $67.99) = $17,000.34

City Share:
50% of $33,932.69 + ($250.57 - $34.00) = $17,182.92

Reference: Billing Form CC 81-70

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 7/7/79
TO 3/3/81

FEDERAL AID PROJECT NO.
M-2641(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 20,265.93	$ 20,265.93	85.77%	$ 17,382.09	$ 17,382.09	$ 0.00
262,874.68	262,680.65	88.18%	231,631.80	231,631.80	0.00
$283,140.61	$282,946.58		$249,013.89	$249,013.89	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon

8/5/81 V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Hemlock Ave.-8th Terrace (Coos Bay) Section **City Street in Coos County**					
	Preliminary Engineering **Type Code P.E. (Hemlock to 8th Terrace)**					
	State	All Required			$ 20,265.93	
	Construction **Type Code 6201** **Roadway (Sta. 10+15 to Sta. 32+98.33)**					
	Final Contract Payment Summary	Lump Sum			240,308.95	
SFO	#1 Permanent Pavement Striping (State)	All Required			394.68	
SFO	#3 Permanent Signing (State)	All Required			822.03	
SFO	#4 Pavement Marking buttons (City of Coos Bay)	All Required			596.25	
SFO	#2 Relocate Fire Hydrant (North Bend Water Board)	All Required			614.14	
	Total Participating Construction				$242,736.05	
	Construction Engineering					
	State	All Required			19,558.04	
	Misc. Project Costs					
	Audit by Hwy. Accounting	All Required			307.94	
	Equal Opportunity Program Exp.	All Required			78.62	
	Total Participating Costs				$282,946.58	
	Nonparticipating Items					
	Interest Paid to Contractor	All Required			13.58	
SFO	#3 Permanent Striping	All Required			169.00	
	Construction Engineering	All Required			11.45	
	Total Nonparticipating Costs				$ 194.03	
	Total Costs				$283,140.61	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/30/81.					
	AMOUNT CARRIED FORWAF					

```
                                    305  1936    922    00 P 1                                              1[illegible]
                                    305  1936    923    00 P 1                                              1[illegible]
                                                 TOT    P1                                  2,265.45       11,767.[illegible]
                                                 TOT    N1                                  3,847.22CR     [illegible]CR
                                              ** JOB TOTALS **                   **          1,580.77CR**   11,767.29  **

  HEMLOCK AVE-8TH TERRACE(COOS   CONT NO 0000 * FA PROJ NOS TCM 641001 100                                                STATE
                                    306  1945    295    00 N 9 Tr. City                                    [illegible]
                                    306  1945    296    00 N 9 "  St.                     144.09CR       18,[illegible]CR
                                    306  1945    298    00 N 9 "  Fed.                    144.09         17,[illegible]
                                    306  1945    901    00 P 1 Res. Engr.                                12,[illegible]
                                    306  1945    905    00 P 1 Fin. des.                                  4,[illegible]
                                    306  1945    910    00 P 1 Soils & Geo.                               1,[illegible]
                                    306  1945    911    00 P 1 Signing                                     [illegible]
                                    306  1945    920    00 P 1 P.M.                                        [illegible]
                                    306  1945    921    00 P 1 Specs.                                     1,[illegible]
                                    306  1945    922    00 P 1 Admi. Ser.                                  [illegible]
                                    306  1945    923    00 P 1 env.                                        [illegible]
                                                 TOT    P1                                                20,[illegible]
                                              ** JOB TOTALS **                   **                  **   20,205.93  **

  COQUILLE & MYRTLE PT PMS      CONT NO         * FA PROJ NOS PMS 00S096 100                                             STATE
                                    306  1953    296    00 N 9                                             [illegible]CR
                                    306  1953    298    00 N 9                                             [illegible]
                                    306  1953    905    00 P 1                                             [illegible]
                                    306  1953    921    00 P 1                                             1[illegible]2.47
                                    306  1953    922    00 P 1                                             [illegible]
                                                 TOT    P1                                                 [illegible]
                                              ** JOB TOTALS **                   **                  **    [illegible]  **

  BNRR XING@OINEY ST (BEND)      CONT NO           FA PROJ NOS RRP 280001 100                                            STATE
                                    309  1904    901    00 P 1                           26.40             [illegible]
                                    309  1904    905    00 P 1                                             [illegible]
                                    309  1904    914    00 P 1                          347.47             [illegible]
                                                 TOT    P1                              373.87             [illegible]
                                              ** JOB TOTALS **                   **     373.87  **         [illegible]  **





  TOTAL TO DATE JOB COST SUMMARY                                         SEPTEMBER 1981            PAGE 493
                                                                              FISCAL               GRAND TOTAL
  DESCRIPTION OF JOB OR DEPARTMENT    PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE          TO DATE

  BNRR XING @ HILL ST (BEND)     CONT NO           FA PROJ NOS RRO 00S121 100                                            STATE
                                    309  1976    901    00 P 1                                             [illegible]
                                    309  1976    905    00 P 1                                             [illegible]
                                                 TOT    P1                                                 [illegible]
                                              ** JOB TOTALS **                   **                  **    [illegible]  **
```

	[illegible]	[illegible]	948	00 P 1			[illegible]	[illegible]	[illegible]
	306	1065	948	00 P 2			[illegible]	[illegible]	[illegible]
	306	1065	950	00 P 1			[illegible]	[illegible]	[illegible]
	306	1065	950	00 P 2			[illegible]	80	80
	306	1065	960	00 N 1			2[illegible].13	80	80
	306	1065	960	00 N 2			[illegible]	80	80
			TOT	P1		371.95	363,[illegible]		
			TOT	P2		188.31	227,[illegible]		
			TOT	N1			4,[illegible]		
			TOT	N2			1,[illegible].72		
			** JOB TOTALS **		**	560.26 **	596,342.04 **		
HEMLOCK AVE-8TH TERRACE(COOS	CONT NO 9136 * FA PROJ NOS TQM 641001 100							STATE	
	306	1066	201	00 P 1 Cont. Pay.			240,3[illegible].55	[illegible]	81
	306	1066	206	00 N 1 Interest			13.53	81	81
	306	1066	270	01 P 1 SFO#1			[illegible]	[illegible]	[illegible]
	306	1066	270	03 P 1 SFO#3			[illegible]	[illegible]	[illegible]
	306	1066	270	03 N 1 " "			[illegible]	[illegible]	[illegible]
	306	1066	270	04 P 1 SFO#4			[illegible]	[illegible]	[illegible]
	306	1066	295	02 P 1 SFO#2			[illegible]	[illegible]	[illegible]
	306	1066	295	00 N 9 Tr. City			14,[illegible]	81	[illegible]
	306	1066	296	00 N 9 " St.		6,246.31CR	[illegible]CR	[illegible]	[illegible]
	306	1066	298	00 N 9 " Fed		6,246.31	231,631.[illegible]	[illegible]	[illegible]
	306	1066	900	00 P 1 Const Engr		6.40CR	19,439.55	80	81
	306	1066	900	00 N 1 " "			11.45	80	80

TOTAL TO DATE JOB COST SUMMARY SEPTEMBER 1981 PAGE 141

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	306	1066	900	10 P 1 Const. Engr.			[illegible]	[illegible]	[illegible]
	306	1066	915	00 P 1 Audit			[illegible]	[illegible]	[illegible]
	306	1066	915	04 P 1 "			1[illegible].21	81	81
	306	1066	920	00 P 1 P.U.			[illegible]	[illegible]	[illegible]
	306	1066	945	00 P 1 Const. Sec.			[illegible]	[illegible]	[illegible]
	306	1066	948	00 P 1 Const. Engr	56.54CR		[illegible]	[illegible]	[illegible]
	306	1066	948	00 N 1 " "	56.54	56.54	56.54	81	81
	306	1066	935	00 P 1 EEO Monitoring			[illegible]	80	80
			TOT	P1	56.54CR	6.40CR	262,[illegible]		
			TOT	N1	56.54	56.54	[illegible]		
			** JOB TOTALS **		**	50.14 **	262,9[illegible].22 **		
NEWMARK AVE - OCEAN BLVD	CONT NO 9137 * FA PROJ NOS H 741002 85 TQM 741002 15							STATE	
	306	1067	201	00 P 1			103,4[illegible]	[illegible]	81
	306	1067	206	00 N 1			[illegible]	[illegible]	[illegible]
	306	1067	270	02 P 1			[illegible]	[illegible]	[illegible]
	306	1067	270	03 P 1			13[illegible].41	[illegible]	[illegible]
	306	1067	270	03 P 2			[illegible]	[illegible]	[illegible]
	306	1067	295	00 N 9			5,[illegible]	[illegible]	[illegible]
	306	1067	296	00 N 9		7.94CR	1[illegible]CR	80	81

917

STATE COPY

cy: State (H S Coulter)

3-9-81

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 3-4-81	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. M-2641(1)
COMPLETION DATE 9-5-80	ACCEPTANCE DATE BY CONTRACT AGENCY 12-5-80	TIME ELAPSED 99 %	CONTRACT TIME 90 C.D.
APPROVED EXTENSIONS None	LOCATION Hemlock Ave.-8th Terrace Section of 10th Street in the City of Coos Bay, OR		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HEMLOCK AVE.-8th TERRACE SECTION
10th STREET (COOS BAY)
Grading & Paving

This project provided for the construction of lime treated subgrade and asphalt concrete pavement, construction of concrete inlets, curbs, walks and driveways, and other minor incidental work common to this type project. A contract in the amount of $239,331.00 was awarded Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, Oregon, on May 22, 1980. Work began on June 2, 1980 and was completed in reasonably close conformance with the approved plans and specifications on September 5, 1980 at a final cost of $261,149.50 which includes $177,634.15 for original bid items, $62,674.80 for approved changes, $2,596.10 for work performed under approved State Force Orders, and $18,244.45 for construction engineering.

A satisfactory explanation of all overruns and underruns is attached to the Division Office copy of this report.

Attachment

RECEIVED
STATE HWY ENGR
MAR 10 '81
REFER TO
FOR

Info	Inves	R/D	D.-R.	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE G. K. Hossner Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 3-9-81	TITLE Field Operations Engineer	DATE 3-9-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#9136

December 19, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9136

Gentlemen:

On December 9, 1980, we wrote to you concerning release of final payment on Contract No. 9136 awarded to Bracelin-Yeager Excavating and Trucking, Inc., for work on Hemlock Avenue-8th Terrace in Coos Bay, Coos County.

Final payment on this contract is $3,133.80 and the total contract amount is $240,308.95. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Bracelin-Yeager Excavating & Trucking, Inc.
3055 Ocean Boulevard
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
Alfred Shirley

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980 R. B. Jackmond

For C. T. Keasey

Asst. State Highway Engineer

Coos Bay

7

F. D. Morrison
Resident Engineer

October 24, 1980

W. E. Cole
Design Engineer Supervisor

Hemlock Ave.-8th Terrace
(Coos Bay) 10th St. N.
Coos County
(Contract No. 9136)

This letter acknowledges receipt of your narrative report on the subject project.

We appreciate receiving these reports as they could be helpful to us in future design work.

WEC:ab

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-2641(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80308

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-24
orig

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO Maehring
F.Y.I.

DATE PS&E APPROVED 4-16-80

DATE AUTHORIZATION EFFECTIVE 9-29-80

FEDERAL ROUTE NUMBER FAU-2641

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Hemlock Avenue - 8th Terrace (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:

Furnish and install reflective pavement markers.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of September 29, 1980, as requested in Mr. Keasey's letter of October 1, 1980 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 4 representing work performed by City of Coos Bay is approved for TEC NTE $630.00 - Federal Funds $555.00.

DATE 10-15-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-455

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hemlock Ave. - 8th Terrace (Coos Bay)	WEEK ENDING: October 4, 1980	SECTION PREFIX: 306-1066
HIGHWAY: FAU 2641 (10th St. N.)	COUNTY: Coos	
NAME OF JOB: Hemlock Ave.-8th Terrace(Coos Bay)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Bracelin - Yeager Excavating & Trucking	CONTRACT NUMBER: 9136	FEDERAL AID PROJECT NUMBER: M-2641(1)
DATE OF CONTRACT: May 22, 1980	DATE WORK STARTED: June 2, 1980	ESTIMATED COMPLETION DATE: 9/5/80
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION: 1	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 90
PROJECT AUTHORIZATION: $283,558.19	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $261,073.40	ENGINEERING AUTHORIZATION: $22,424.79	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $241,883.75	This Mo. 650.00 ENGINEERING COST TO DATE: $15,254.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED PERCENT OVERRUN UNDERRUN: -7.3 %	PERCENT OF AUTHORIZATION: 68 %	DATE PROJECT WAS COMPLETED: 9/5/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.43				
MILES PARTIALLY COMPLETED	0.43				
MILES COMPLETED	0.43				
TOTAL ESTIMATED QUANTITIES (CONTRACT)					1680
TOTAL QUANTITIES CORRECTED TO DATE					1573.4
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					1573.4
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: roller, truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Fair	0		
MONDAY 29	"	0		
TUESDAY 30	"	0		
WEDNESDAY 1	"	0		
THURSDAY 2	"	0		
FRIDAY 3	"	0		
SATURDAY 4		0		

RECEIVED
OCT 7 1980
CONSTRUCTION
BRANCH

Kinsey
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 28	No work.
MONDAY 29	No work.
TUESDAY 30	No work.
WEDNESDAY 1	No work.
THURSDAY 2	Crew patched several dips throughout the project - used 4.91 tons of A.C.
FRIDAY 3	No work.
SATURDAY 4	No work.

REMARKS

Contractor has one sign to replace at Mingus Park.

Semi-final to be submitted first part of next week.

SIGNED R. D. Morris LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

[illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-2641(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80308

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2 - '80
REFER TO Moekrieg
FOR

10-7
orig

DATE PS&E APPROVED 4-16-80	DATE AUTHORIZATION EFFECTIVE 8-13-80	FEDERAL ROUTE NUMBER FAU-2641 STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Hemlock Avenue - 8th Terrace (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:
Furnish and Install Permanent Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization dateof August 13, 1980, as requested in Mr. Keasey's letter of September 23, 1980 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $600 - Federal Funds $529.

DATE 9-29-80

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-918

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 2641(1)
STATE PROJECT NO. See below
PROGRAM NO.
COUNTY NAME Coos
ITEM NO. 80308
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
Glen L. Green, Division Administrator
FHWA = Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 16 '80
REFER TO
FOR

DATE PS&E APPROVED 4/16/80	DATE AUTHORIZATION EFFECTIVE 6/23/80	FEDERAL ROUTE NUMBER FAU 2641 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Hemlock Avenue - 8th Terrace (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:

Revised Utility Costs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
XX OTHER *(Specify)* Utility Adjustment
Coos Bay - North Bend Water Board Fire Hydrant Relocation

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9/5/80 I approve the revised estimate for actual costs to a TEC of $614.14 Federal Funds $541.36 (Increase TEC $171.14 F.F. $161.36)

DATE 9/11/80	SIGNATURE OF APPROVING OFFICIAL G. K.	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979 631-865

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

ROW 13-4

September 5, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, [illegible]
Suite 100
Salem, [illegible]

ATTN: Thomas P. [illegible]
Area [illegible]

Cost Over-run
Fire Hydrant Relocation
Coos Bay - [illegible] Water Board
Hemlock Ave. - [illegible] Terrace
(Coos Bay) Section
FAU [illegible] Street, [illegible]
Coos County
Project No. [illegible]

Dear Mr. Love:

Reference is made to [illegible] submitted an estimate of cost for the relocation of Coos Bay - [illegible] Water Board fire hydrant in conflict with the construction of this project. Reference is also made to your [illegible] which approved the relocation of the fire hydrant [illegible] 1980. Copies of the above are [illegible].

The estimated cost for the relocation work was $443.00. The State is obligated to reimburse the Board this. The relocation of the hydrant has been completed and the final cost of the work is $614.14. A copy of the Board's actual cost billing is attached. The final cost is an over-run of $171.14 or 38.63% of the approved estimated cost. The increase in cost is due to extra labor required to go door-to-door to notify water users that the water would be shut off to permit relocation of the hydrant. A letter of explanation prepared by John [illegible] Christopherson, [illegible] Engineer, is attached. The Board's billing has been audited by the Highway Accounting Section and the final actual cost confirmed. The State finds the final cost of relocation justified.

Our audit of the Board's billing disclosed that an hour and one-half labor and transportation was required by the Board on June [illegible], 1980 to review the relocation work. These costs were found to be justified.

Your approval of federal participation in the total relocation cost of $614.14 is requested. The cost over-run will be covered by Order for State Force Work No. [illegible] Supplement No. 1 under the subject project.

RECEIVED
TECHNICAL SERVICES
SEP [illegible] 1980
REFER TO
FOR
Info

Yours truly,

D. E. [illegible]
Operations Programming Engineer

JMC:[illegible]
Atten.
bc: E. S. Hunter, Jack M. Cartwright, Rich Evans, John Christopherson

Form 734 3:23

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 1-2641(1)
STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:
ITEM NO.: 80308
COUNTY NAME: Coos
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY E
JUL 14 '80
REFER TO
FOR

7-14

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4-16-80	6-23-80	FAU 2641
		STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
Hemlock Avenue - 8th Terrace (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Utility Adjustment
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-3-80 this will confirm the advance approval date of 6-23-80 to proceed with the actual adjustments for the fire hydrant relocation of the Coos Bay - North Bend Water Board on an actual cost basis estimated to be $443 - FF $380.

I approve the agreement with the Coos Bay - North Bend Water Board.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-8-80	G. K. Hosner	for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: [illegible]

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 6-141

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-6-80

State Oregon

County Coos

Project Number TQM-2641(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 19,400.00	$ 292,876.00
Federal funds	$ 16,615.00	$ 257,690.00
Other revisions		

This modification is made for the following reasons:

Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of June, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

G - File

Oregon State Highway Division
Salem, Oregon, May 23, 1980

Federal Aid Project
No.TQM - 2641(1)

Hemlock Ave.-8th Terrace (Coos Bay) Section
City Street in Coos County

Revised Project Agreement Estimate

Type Code PE
Preliminary Engineering (Hemlock to 8th Terrace)

Preliminary Engineering	All Required		$ 20,100.00
	Total		$ 20,100.00

Type Code 6201
Roadway (Sta. 10+15 to Sta. 32+98.33)

Mobilization	All Required		$ 8,300.00
Temporary Protection and Direction of Traffic	All Required		7,800.00
Temporary Signs	195 Sq.Ft.	9.00	1,775.00
Temporary Barricades	4 Each	120.00	480.00
Flagmen	1,000 Hours	23.00	23.000.00
Clearing and Grubbing	All Required		3,000.00
Removal of Structures and Obstructions	All Required		8,300.00
Removal of Pavements	7,425 Sq.Yd.	4.00	29,700.00
General Excavation	All Required		11,200.00
Concrete Cutting	141 lin.ft.	5.00	705.00
Lime Treated Subgrade	7,000 Sq.Yd.	3.80	26,600.00
Lime for Treated Sugbrade	158 Ton	125.00	19,750.00
Class "B" Asphalt Concrete	1,680 Ton	35.00	58,800.00
6-inch Sewer Pipe	30 Lin.Ft.	18.00	540.00
8-inch Sewer Pipe	62 Lin.Ft.	22.00	1,364.00
10-inch Sewer Pipe	44 Lin.Ft.	22.00	968.00
Concrete Inlets, Type CG-2	13 Each	350.00	4,550.00
Concrete Walks	620 Sq.Yd.	10.70	6,634.00
Concrete Driveways	220 Sq.Yd.	15.50	3,410.00
Concrete Curbs	3,300 Lin.Ft.	5.25	17,325.00
Extra for Asphalt Approaches	10 Each	185.00	1,850.00
Adjusting Manholes	11 Each	300.00	3,300.00
			$239,331.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,000.00
	Subtotal		$240,331.00
	Engineering		32,445.00
	Total		$272,776.00

Length of Roadway - - - - - 0.43 Mile
Cost of Roadway per mile - $634,362.79

Work Retained in Program Status
(Not included in amounts below)

Permanent Signing	All Required	$ 1,500.00
Coos Bay-North Bend Water Board	All Required	3,000.00
Flashing Light	All Required	5,000.00

Summary of Funds

Description	Prorata	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	(85.77%)	$ 20,100.00	$ 17,238.00	$ 1,431.00	$ 1,431.00
Roadway	(88.15%)	272,776.00	240,452.00	16,162.00	16,162.00
Total		$292,876.00	$257,690.00	$17,593.00	$17,593.00

Group 1 - 100%
Contract No.9136
Prefix - 306-1945
Prefix - 306-1066

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
2-27

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

te: Oregon

County: Coos

Project Number: M-2641(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,000.00	$ 19,400.00
Federal funds	$ 12,480.00	$ 16,615.00
Other revisions		

This modification is made for the following reasons:

To include additional authorized funds

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of February, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon January 25, 1980

Federal Aid Project
No. M-2641(1)

Hemlock Ave.-8th Terrace(Coss Bay)Section
City Street in Coos County

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering (Hemlock to 8th Terrace)

Preliminary Engineering	All Required	$19,400.00
	TOTAL	$19,400.00

Length of project - - - 0.43 miles

- SUMMARY OF FUNDS -

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 19,400.00	$ 16,615.00	$ 1,392.50	$ 1,392.50
Retain in Program Contract Work	268,000.00	229,860.00	19,070.00	19,070.00
TOTAL	$287,400.00	$246,475.00	$20,462.50	$20,462.50

Group 1-100%
Prefix 306-1945
Pro rata 85.77%

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-67	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-8-78	State Oregon County Coos Project No. M-2641(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., 10th St. N. in Coos Bay

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-7-78	0.43
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$15,000.00	$12,430.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Technical Services Engineer
(Title)
xxBy For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon October 27, 1978

Federal Aid Project
No. M-2641(1)

Hemlock Ave.-8th Terrace (Coos Bay) Section
City Street in Coos County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering (Hemlock to 8th Terrace)

Preliminary Engineering	All Required	$15,000.00
	TOTAL	$15,000.00

Length of Project - - - - - - - - - - 0.43 miles

Summary of Funds

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	$ 15,000.00	$ 12,480.00	$ 1,080.00	$ 1,080.00
Retain in Program (Contract Work)	268,000.00	229,860.00	19,070.00	19,070.00
TOTAL	$283,000.00	$242,700.00	$20,150.00	$20,150.00

Group 1	100%
Prefix	306-1945
Pro Rata	85.77%

9132

May 9, 1980

COS 4

City of Coos Bay
500 Central
Coos Bay, Oregon 97420

Attn: Joe Schwarm
Director of Public Works

Gentlemen:

On May 8, 1980 a satisfactory bid was received from Braslan, Yeager and Trucking, 3055 Ocean Blvd., Coos Bay, Oregon 97420 for construction on the Hemlock Avenue-8th Terrace Section, FAU 2641. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$239,331.00
Permanent Signing	$ 1,500.00
Permanent Pavement Striping	1,000.00
Coos Bay-North Bend Water Board	3,000.00
Flashing Light	5,000.00
4 1/2% Contingencies	11,242.40
9% Engineering	22,484.79
ESTIMATED TOTAL COST	$283,558.19

City's Advance Deposit:
6% of $283,558.19 = $17,013.49 or say $17,000.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 30, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

ORIGINAL SIGNED
D. F.

D. F. Swan
Operation Programming Engineer

DFS:jf

bcc w/AD # 770: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 770
when check is received.

5-22-80
Received Ad.
Contract awarded
notified Ayres
H.

H

N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Coquille, Oregon

May 6, 1980

FILE:

FROM: F.D. Morrison
P.O. Box 716
Coquille, Oregon

SUBJECT: Authority for Survey
Hemlock Ave. 8th Terrace(Coos Bay)
306-1945

TO:

Alfred Shirley
Region Engineer
Roseburg, Oregon

Attached is an Authority for Survey for additional funds to cover the actual costs incurred on the above mentioned project.

After this project was submitted, then it was returned for changes in design and redid twice in the field. The project was further down scoped after remonstrations from property owners and the City then changing its request. The project then was redid in the Salem office due to the workload in the field.

It appears that a request for an additional $3,000.00 for the field engineering should be sufficient.

Yours truly,

F. D. Morrison

F.D. Morrison

cc: Location

5-12-80
Original to Terpin

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
[illegible] 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Form E-30—2500—3-56

REGON STATE HIGHWAY DEPARTMEN

AUTHORITY FOR SURVEY

Section Hemlock Ace. - 8th Terrace (Coos Bay)

Date May 6, 1980

Highway 10th Street N. FAU 2641

Authorization No. 2

Survey Prefix 306-1945 (Assigned by Salem office)

County Coos

Description of termini, route, length, etc.:

From Hemlock Avenue to 8th Terrace.

Length 0.43 miles.

BEN GIFFORD

TQM 2641 (1)
1-22-80

Purpose of survey: To prepare plans, specifications and estimates for the reconstruction of 10th Street.

Estimate of Costs:

Resident Engineer	(901)	$12,500
Final Design	(905)	4,000
Soils & Geology	(910)	1,200
Traffic	(911)	200
Utility Liaison	(914)	100
Project Management	(920)	50
Specifications	(921)	1,250
Adm. Serv. (Eng.)	(922)	50

To [illegible] Out

Total estimated cost of survey	$19,400
Previous authorization	15,000.00
Additional authorization requested	4,400
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAY 22 1980
LOCATION
SECTION

Requeste made by:
F.D. Morrison
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
~~Construction~~ Engineer
Location

Approved:
State Highway Engineer

State Printing 97006

1.

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 3

TO: FILE

DATE: May 2, 1980

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 8, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 8, 1980 on the following subjects:

1. Division Street N.E.-Trade Street S.E. (Salem)
   Front Street
   Marion County
   Traffic Signals and Illumination

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. C.B.D. Traffic Signals in Portland
   Multnomah County
   Traffic Signals

   Same as No. 1.

3. Portland Traffic Signals
   Multnomah County
   Traffic Signals

   Same as No. 1.

4. Pacific Highway East @ S.P.T.C. U'Xing (Oregon City)
   Pacific Highway East
   Clackamas County
   Illumination

   Same as No. 1.

5. W. Cascade Locks Interchange-Herman Creek
   Columbia River Highway
   Hood River County
   Paving
   Overlay of freeway. Ten-foot shoulders available for pedestrian and bicycle traffic

Contains
Recycled

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

6. Hart Lake Bridges
   County Road 3-12
   Lake County
   Grading and Structures
   Twenty-eight-foot roadway on structures and road.
   Aggregate surfacing to be done by others.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. Greenwood Street-Alamo Street (Enterprise)
   West 2nd Street
   Wallowa County
   Grading and Paving
   Six-foot shoulders provided for bicycle and pedestrian use.

   Same as No. 5.

8. Hemlock Avenue-8th Terrace (Coos Bay)
   10th Street North
   Coos County
   Grading and Paving
   Four-foot-six-inch sidewalk provided on one side.

9. Newmark Avenue-Ocean Boulevard (Coos Bay)
   Wallace Street
   Coos County
   Grading and Paving
   Twelve-foot lanes with eight-foot parking.

   Same as No. 6.

10. Silverton Road N.E. and Lana Avenue (Salem)
    Silverton Road
    Marion County
    Grading, Paving and Traffic Signals. Intersection Improvement.
    Five-foot sidewalks with curb cuts provided on this project.

RPS:ge

cc: F. B. Klaboe, E. S. Hunter, D. G. Talbot, L. E. George, F. E. Terpin
George Bell, Don Harwell

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-2641(1)
STATE PROJECT NO. See below
COUNTY NAME Coos
PROGRAM STAGE (Check) ☐ 1. ☐ 2.
PROGRAM NO.
ITEM NO. 80308

FROM: G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

4/30
orig

RECEIVED
STATE HWY ENGR
APR 30 '80
REFER TO Marking
FOR
Info

DATE PS&E APPROVED 4-16-80
DATE AUTHORIZATION EFFECTIVE 4-16-80
FEDERAL ROUTE NUMBER FAU 2641
STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Hemlock Avenue - 8th Terrace (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:
Grade and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping S.F. $1,000
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 4-14-80 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $258,944, Federal Funds $222,095.

A signed copy of the Title Sheet is returned herewith.

DATE 4-16-80
SIGNATURE OF APPROVING OFFICIAL
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-858

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-2641(1)
STATE PROJECT NO.: See below
PROGRAM NO.:
COUNTY NAME: Coos
ITEM NO.: 80308
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Divison

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO. [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED:
DATE AUTHORIZATION EFFECTIVE: 4/10/80
FEDERAL ROUTE NUMBER: FAU 2641
STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
Hemlock Avenue - 8th Terrace (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 4/10/80 I approve the program change requested as follows:

1) Appropriation Code: Change to 124
2) Class of Federal Funds: Change to Transition Quarter (FY 76)
3) Project No.: Change to TQM-2641(1)

Above change does not require additional obligation of funds.

DATE: 4/10/80
SIGNATURE OF APPROVING OFFICIAL
TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE : 1975 631-958

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

April 10, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 80308
Project No. M-2641(1)
Hemlock Ave.-8th Terrace (Coos Bay) Section
Coos County

I hereby request your approval of a minor program change on the subject project as indicated below:

1) Appropriation Code: Change to 124
2) Class of Federal Funds: Change to Transition Quarter (FY 76)
3) Project No.: Change to TQM-2641(1)

This action is necessary to utilize Transition Quarter Funds allotted to Urban Areas and are subject to lapse on September 30, 1980.

No change in the amount of federal funds presently obligated on this project at this time.

CL:bke

cc: G. Zehner
V. Skoog

Form 734-3122

Coos Bay

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 24, 1980

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring
Assistant State Highway Engineer

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening April 24, 1980

Federal-aid Project No. M-2641(1)   Highway No. 706 City
Federal-aid Project Name Hemlock Ave.-8th Terrace (Coos Bay)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

REFERRED TO
Beard ✓ Staudenmeyer
Cole Semple
Eriksen Watson
Hagar Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/20/80
Donald L. Prout

Apr 24, ~~Mar. 27~~, 1980 Bid Letting ________ All Clear Deadline

SECTION Hemlock Ave.-8th. Terrace (Coos Bay)
Highway City Street
County Coos Region 3
Type of Work G-P-Stripe Funds FAUS Comb
State____ Consultant ____ Plans Avail. ___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☐	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☒	☐	☐	☐	☐

Section Hemlock Ave - 8th Terrace Progra ng Estimate $ 271,000.
Highway 10th st. N. Project Length 0.43 miles
County Coos 3-14-80 Completion Time 90 cal. days
Kind of Work Grading and Paving Est. Comp. Date 8-30-80
Prefix 306-1945 Letting Date April 24, 80 Project No. M-2641(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 227,462.00

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	1,500
Permanent Pavement Striping	1,000
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	
Bikeway Signs	
Furnish Mailbox Posts	
Adjust Utilities:	
Coos Bay - North Bend Water Board	3,000
Flashing Light	5,000

$ 11,500

Subtotal $ 238,962.00

Contingencies (4-1/2%) 10,753.29

Engineering (8, [✓ 9], 10%) 21,506.58

Subtotal $ 271,221.87

Credit for ________________ . . . . ____

Estimated Net Authorization, Construction . . . . $ 271,221.87

APPROVED

REC'D 3-14-80
Z
OK

Road Design Engineer

SUMMARY--BID SCHEDULE--COST ESTIMATE Date 3/3/80

mlock Ave – th Terrace (Coos Bay) sec. County Coos

rk Grading and Paving Length 0.43 Name Bill Bergstedt

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(6%)	12,900 –
Temporary Protection and Direction of Traffic		All	All	–	2,500 00
Temporary Signs		Sq. Ft.	195	6 00	1170 00
Temporary Barricades		Each	4	115 00	460 00
Flagmen		Hour	1,000	21 00 ~~22 00~~	21,000 ~~22,000~~ –
Roadwork					
Clearing and Grubbing		All	All	—	2,500 00
Removal of Structures and Obstructions		All	All	–	13,000 00
Removal of Pavement		Sq. Yd.	7,425	3 00	22,275 00
General Excavation		All	All	–	3,500 00 ~~7,000~~
Concrete Cutting		Lin. Ft.	141	1 00	141 00
Lime Treated Subgrade		Sq. Yd.	7,000	3 50	24,500 00
Lime for Treated Subgrade		Ton	158	109 00	17,222 00
Class "B" Asphalt Concrete		Ton	1,680	35 ~~30 00~~	58,800 00 ~~50,400~~
6-inch Sewer Pipe		Lin. Ft.	30	10 00	300 00
8-inch Sewer Pipe		Lin. Ft.	62	12 00	744 00
10-inch Sewer Pipe		Lin. Ft.	44	15 00	660 00
Concrete Inlets, Type CG-2		Each	13	450 00	5,850 00
Concrete Walks		Sq. Yd.	620	14 00	8,680 00
Concrete Driveways		Sq. Yd.	220	18 00	3,960 00
Concrete Curbs		Lin. Ft.	3,300	7 00	23,100
Extra for Asphalt Approaches		Each	10	200 00	2,000 00
Adjusting Manholes		Each	11	200 00	2,200 00

FORM 734-1736 (1-79)

9136

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Pipe Data
3,4	Plan & Profile

3-10-80

STATE OF

DEPARTMENT OF T

STATE HIGHW

PLANS FOR PRO

GRADING

HEMLOCK AVE. - 8TH TE

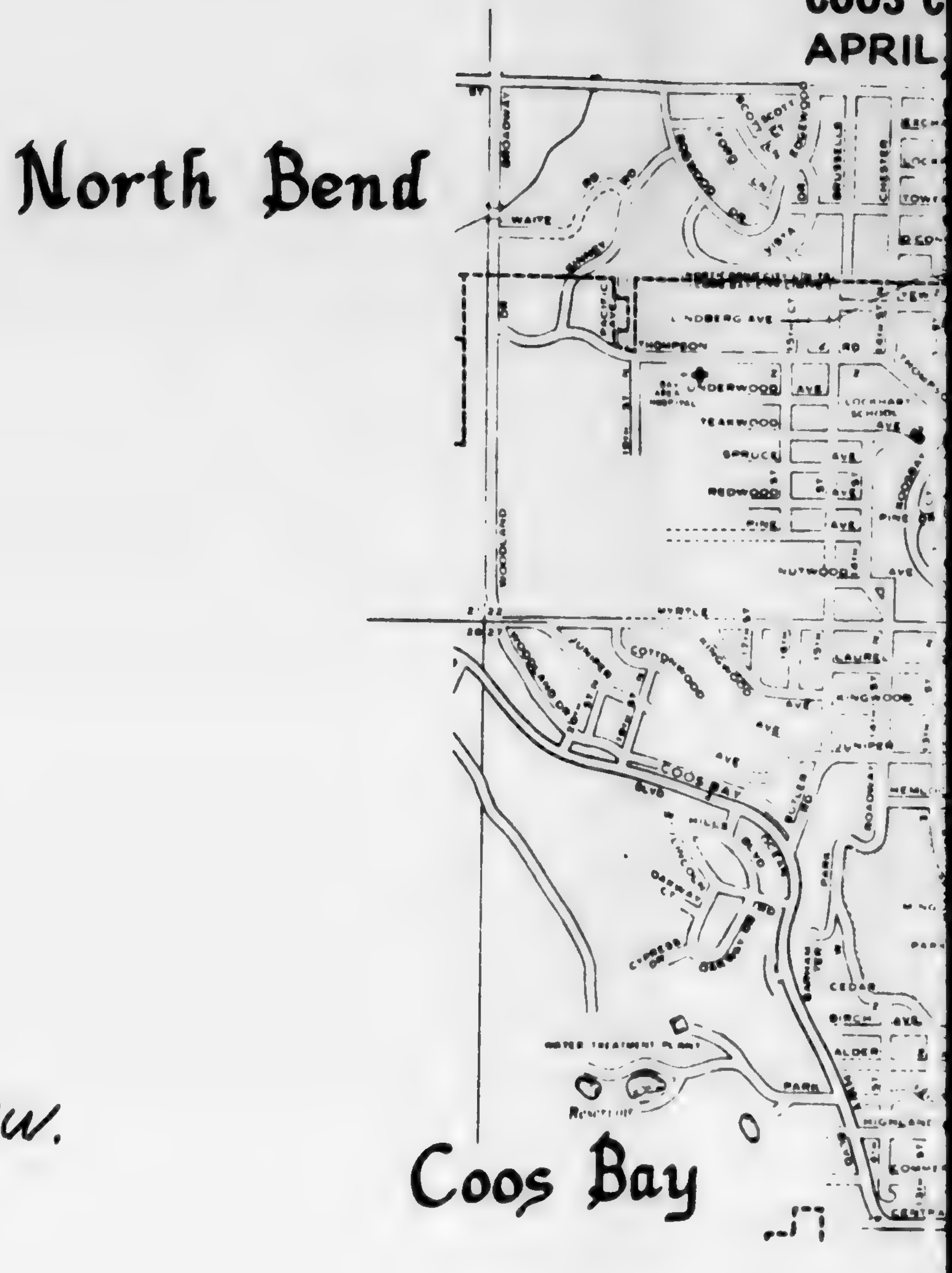
FAU 2641 (1

COOS C

APRIL

Drfg. No's.

S-1, S-12, 2126C	- Temporary Protection & Direction Of Traffic
2050	- Stairways & Manhole Adjustments
2077	- Curbs & Driveways
2105	- Inlets


North Bend
Broadway
Waite
Vista
Rosewood
Chester
Lindberg Ave
Thompson
Pacific Ave
Underwood Ave
Bay Area Hospital
Lockhart School
Teakwood
Spruce Ave
Redwood Ave
Pine Ave
Nutwood Ave
Woodland
Myrtle
Juniper
Cottonwood
Laurel
Ingwood
Coos Bay Blvd
Hemlock
Hills Blvd
Park
Cedar
Birch Ave
Alder
Water Treatment Plant
Reservoir
Highland
Central
Coos Bay

Sketch M

Scale 0 800

APPROVED:

City of Coos Bay

Public Works Dept

Joe A Schwarm D.P.W.

15V-32

HEMLOCK AVE ~ 8TH TERRACE (COOS BAY) SEC. FAU 2641 (10TH ST. N.) COOS COUNTY				SHEET No. 1
[illegible] ROAD [illegible] No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-2641(1)		See Index

Overall Length Of Project 0.43 Mile

OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

R PROPOSED PROJECT

ING & PAVING

TERRACE (COOS BAY) SEC.

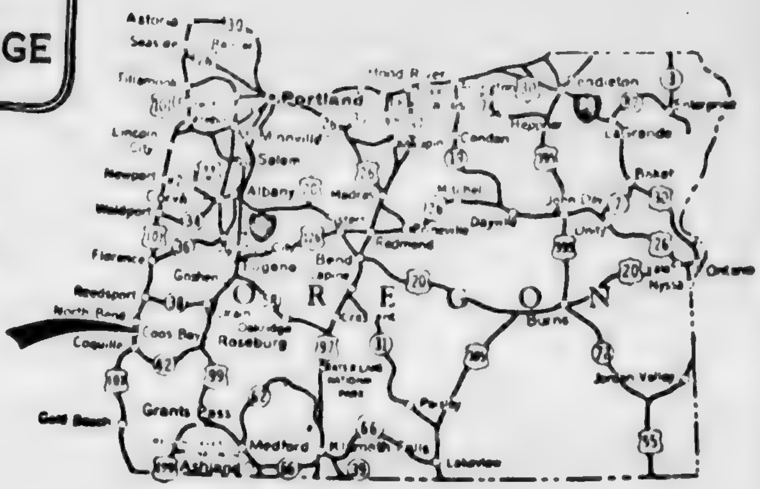
41 (10TH ST. N.)

OOS COUNTY

PRIL, 1980

PRELIMINARY COPY
[illegible] 10 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED


Astoria
Seaside
Tillamook
Portland
Hood River
Pendleton
Lincoln City
Newport
Waldport
McMinnville
Salem
Albany
Madras
Condon
Heppner
La Grande
Baker
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Eugene
Bend
Redmond
Prineville
Mitchell
Dayville
John Day
Unity
Ontario
Nyssa
Burns
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
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99
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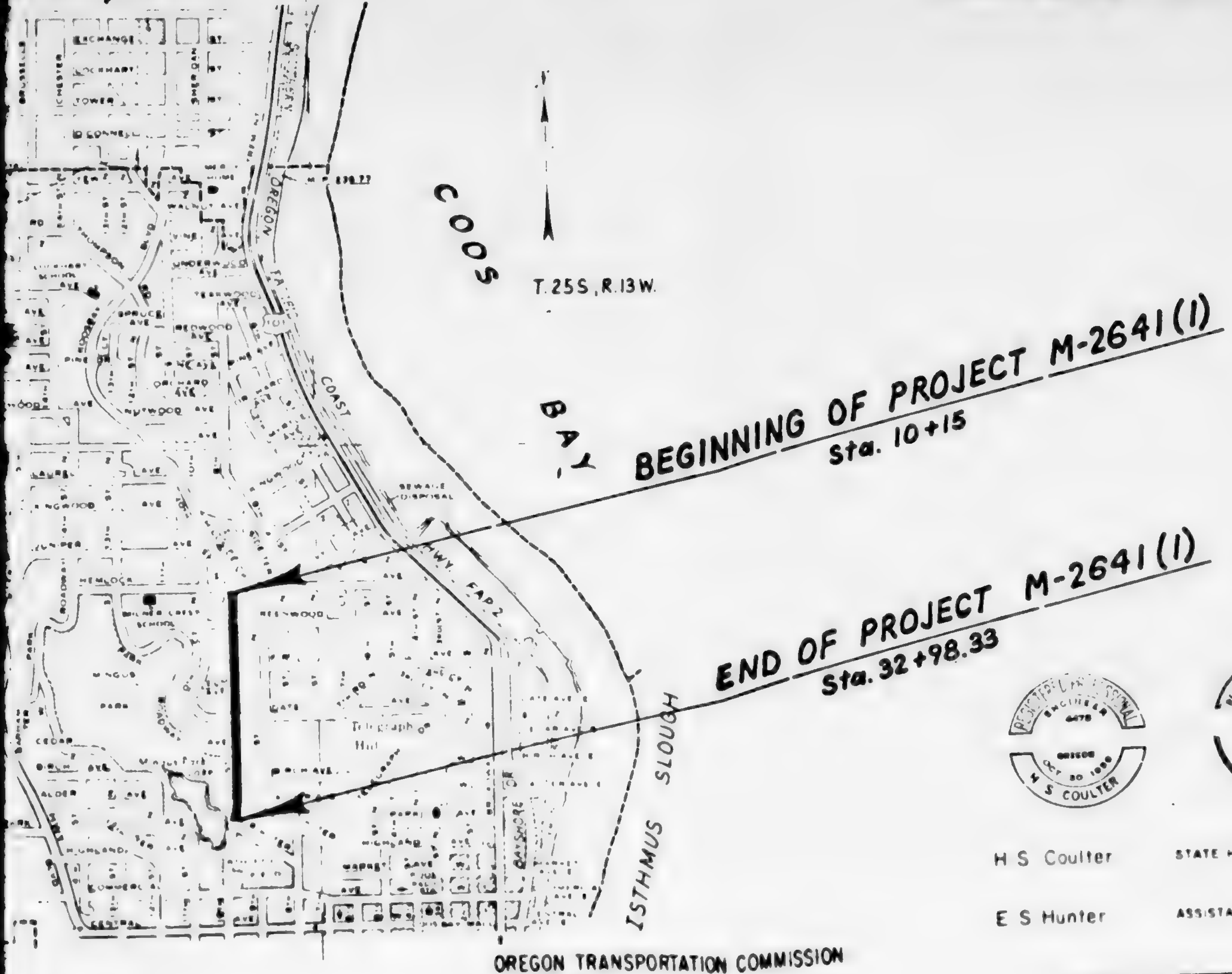

EXCHANGE
LOCKHART
TOWER
O'CONNELL
OREGON
COAST
HWY. FAP 2
101
COOS
BAY
ISTHMUS
SLOUGH
T.25S., R.13W.
SEWAGE DISPOSAL
HEMLOCK
GREENWOOD
SPRUCE AVE
REDWOOD AVE
NUTWOOD AVE
LAUREL
MINGUS PARK
Telegraph Hill
CEDAR
ALDER
BAYSHORE DR
BEGINNING OF PROJECT M-2641(1)
Sta. 10+15
END OF PROJECT M-2641(1)
Sta. 32+98.33

Sketch Map

800 1600 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

H S Coulter	STATE HIGHWAY ENGINEER
E S Hunter	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER DATE

Coos Bay
TRA 7-3

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.
378-6537
TELEPHONE

TO: D. O. Christensen
Final Design Engineer
ATTN: Don Stoudenmeyer
DATE: March 10, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Hemlock-Eighth Terrace
10th Street (FAU 2641)
Coos Bay

This office has reviewed the traffic pattern at Tenth and Date Streets in order to determine if the installation of a four-way Stop would be justified. According to Section 2B-6 of the Manual on Uniform Traffic Control Devices, multi-way Stops should only be used when the volumes of the intersecting streets are approximately equal.

This intersection does not have equal volumes on its intersecting streets. The approximate volume on Tenth Street is 4,500 vehicles per day; the approximate volumes on Date Street are 250 vehicles per day west of Tenth Street and 1,700 vehicles per day east of Tenth Street.

It is our recommendation that a four-way Stop not be installed at this intersection.

L. E. George
Traffic Engineer

RTS:jrb
cc: Alfred Shirley, Jr.
Gary Zehner

REFERRED TO
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-8658~~ 440-3399

March 6, 1980

In Reply Refer to
File No.: PRO 6

Mr. Joe Schwarm
Director of Public Works
City of Coos Bay
500 Central
Coos Bay, OR 97420

Dear Joe:

In response to your letter of February 26, 1980, concerning Hemlock - 8th Terrace in the City of Coos Bay, of the five items mentioned, we have no problems with items 1 and 2. Item 3 can be accomplished during or after construction of the project by a City Parking Prohibition Resolution. Item 4 is presently being investigated by our Traffic Section in Salem. Item 5 is a City of Coos Bay decision and will be included in the project.

I hope this meets all of the City requirements as requested.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER
By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

cc: D.H. Moehring
J.H. Versteeg
L.E. George
B.E. Brown
F. Morrison

5

N

Form 734-3122

CITY OF COOS BAY
269-1181 – 500 CENTRAL – COOS BAY, OREGON 97420

February 27,1980

James J. Gix
Regional Construction Engineer
Department of Transportation
Highway Division- Region 3
Roseburg, Or. 97470

Dear Mr. Gix:

As per instruction in your letter dated January 16,1980, we are returning to your office the one executed copy of the preliminary signing plan for the proposed Hemlock Avenue-8th Terrace project on FAU 2641, (10th Street North) in Coos Bay .

The plans have been approved subject to the requirements outlined in a letter to Jack Ayres, dated February 26, 1980 (copy attached).

If you have any further questions, please give me a call.

Thank you for your cooperation....

Yours very truly,

Joe A Schwarm
Joe A. Schwarm-Director
Public Works Department

Enclosures:- 2

ROSEBURG REGION
RECEIVED
FEB 2[illegible] 1980

RE	RME	[illegible]	ROE	[illegible]
RUE	DES	RSR	RPR	RLE
ENV	[✓ FAE]	RBI	SEC	

378- 504c

Coos Bay

CITY OF COOS BAY

269-1181 – 500 CENTRAL – COOS BAY, OREGON 97420

February 26,1980

Mr. Jack Ayres
Regional Federal Aid Engineer
P.O. Box 1128
Roseburg, OR. 97470

Reference: Hemlock-8th Terrace; FAU 2641 (10th St.North)
Coos County, OR.

Dear Jack:

The Coos Bay City Council last night authorized the North 10th Street project to proceed to bid and final construction with the following changes:

OK 1. Date to Hemlock--construct to 28 feet curb to curb with 5 foot walks on either side. This effectively means that the backs of the sidewalks will stay in the same location.

OK 2. 8th Terrace to Date--reconstruct existing section as is. The curbs and walks on the east side will remain.

3. Parking to be prohibited on both sides of the street except for the east side between 8th Terrace and Date. Signing to be in the project.

4. Investigation be made for a four-way stop at Date.

5. Caution light to be included in project for south bound traffic just north of 8th Terrace to alert motorist of pedestrians crossing at Mingus Park.

Traffic will report by Mar. 6th on these

It is the city's desire to see this project complete by early fall to avoid construction during bad weather. Your assistance to this end will be greatly appreciated.

If there are any questions please give me a call.

Yours very truly,

Joe A. Schwarm

Joe A. Schwarm-Director
Public Works Department

cc/ Frank Morrison

REFERRED TO
Beard
Stoudenmeyer ✓
Cole
Sample
Eriksen
Watson
Hager
Dorn
Lou
[✓ Return] ~~Discuss~~ Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
Joe
MAR 0 3 1980
ROAD DESIGN SECTION
Trout
Wakerlig
Action

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway # 706

2-25-80

Attention: Right-of-Way Section

Prefix 306-1945

Subject: Federal Aid Project No. M-2641(1)
Project Name Hemlock Ave. - 8th Terrace (Coos Bay)
10th St. N.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Coos Bay, Oregon, this 25TH day of Feb., 1980

City of Coos Bay

Certified By:

Regional Right-of-Way Supervisor
Date 2/26/80

Donald E. Page, M.D.
Mayor

[illegible] W. Johnson
City Recorder

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

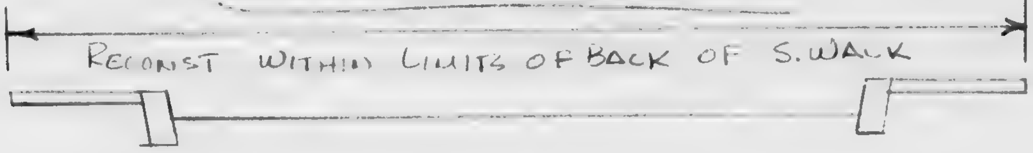
COOS BAY

2-21-80

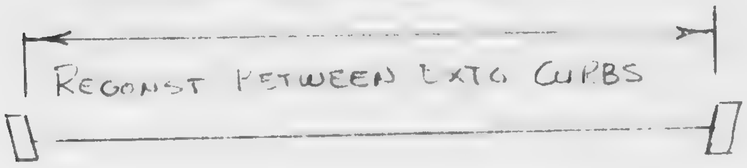
HEMLOCK AVE. - 8TH TERRACE
10TH ST., FAU 2641

Jack Ayres met with City of Coos Bay on Feb. 19, 1980. A typical section was tentatively approved by City Manager & Pub. Wks Director, with official Council action to occur 2-26-80. Design Section has been instructed to proceed with revisions based on the following Typical sections, anticipating Council approval:

HEMLOCK TO DATE


RECONST WITHIN LIMITS OF BACK OF S.WALK

DATE TO 8TH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Section Hemlock Ave. 8th Terrace (Coos Bay) Sec. Programming Estimate $
Highway 10th st N. Project Length 0.43 miles
County Coos 2-11-80 Completion Time 90 Cal. days
Kind of Work Grading + Paving Est. Comp. Date 8-30-80
Prefix 306-1945 Letting Date March 27, 80 Project No. M-2641(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 238,178.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	1,500	
Permanent Pavement Striping	1000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$ 6,500
Roadside Seeding & Mulching	1000	
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Coos Bay - North Bend water Board.	3000.00	
Subtotal		$ 244,678.00
Contingencies (4-1/2%)		11,010.51
Engineering (8, [✓ 9], 10%)		22,021.02
Subtotal		$ 277,709.53
Credit for		
Estimated Net Authorization, Construction		$ 277,709.53

APPROVED

cc: Jack Ayres

REC'D.
2-11-80

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 1/16/80

Section Hemlock Ave. - 8th Terrace ([illegible]) Sec.
County Coos
Kind Of Work Grading and Paving
Length 0.42
Name B. Bergstedt

1-28-80 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(6%)	13,500
	Temporary Protection and Direction of Traffic		All	All	—	2,500
	Temporary Signs		Sq. Ft.	~~155~~ 195	6.00	✓ 1,170
	Temporary Barricades		Each	4	115.00	✓ 460
	Flagmen		Hour	1000	22.00	✓ 22,000
	Roadwork					
	Clearing and Grubbing		All	All	—	✓ 2,500.00
	Removal of Structures and Obstructions		All	All	—	13,000.00
	Removal of Concrete Pavement		Sq. Yd.	7,425	3.00 ✓	22,275
	General Excavation		~~Cu. Yd.~~ All	~~#157~~ All	— ✓	7,000
	Concrete Cutting		Lin. Ft.	690	1.00	✓ 690
	Lime Treated Subgrade		Sq. Yd.	8250	3.50	✓ 28,875
	Lime for Treated Subgrade		Ton	186	109.00	✓ 20,274
	Class "B" Asphalt Concrete		Ton	1850	30.00	✓ 55,500
	6-inch Sewer Pipe		Lin. Ft.	30	10.00	✓ 300
	8-inch Sewer Pipe		Lin. Ft.	62	12.00	✓ 744
	10-inch Sewer Pipe		Lin. Ft.	44	15.00	✓ 660
	Concrete Inlets, Type CG-2		Each	13	450.00	✓ 5850
	Concrete Walks		Sq. Yd.	620	14.00	✓ 8680
	Concrete Driveways		Sq. Yd.	220	18.00	✓ 3960
	~~Sidewalk Ramps~~		~~Each~~	~~2~~	~~200.00~~	
	Concrete Curbs		Lin. Ft.	3,300	7.00	✓ 23,100
	Concrete in Stairways		Cu. Yd.	3	180.00	✓ 540
	Extra for Asphalt Approaches		Each	12	200.00	✓ 2,400
	Adjusting Manholes		Each	11	200.00	✓ 2,200

9136

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
2641(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
80308

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 24 '80
REFER TO
FOR
Info Insp. [illegible] Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-22-80	FEDERAL ROUTE NUMBER FAU 2641 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Hemlock Avenue - 8th Terrace (Coos Bay)

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program Change
see below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-9-80 I approve the revised Preliminary Engineering costs to a TEC of $19,400 with Federal participation limited to $16,615.

(Increase TEC $4,400 - F.F. $3,775)

DATE 1-22-80	SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-812

QUANTITY SUMMARY & COST ESTIMATE

6-25-79

ITEM NO.	BID ITEM	UNIT	QUANTITY	PRICE	TOTAL
1	MOBLIZATION	L. S.	ALL	17,859.50	17,859.5
2	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	L. S.	All	6,697.37	6,697.3
3	TEMPORARY SIGNS	SQ. FT.	191	6.00	1,146.0
4	TEMPORARY BARRICADES (TYPE 2)	EACH	6	100.00	600.0
5	FLAGMAN	HOUR	1,000	19.00	19,000.0
6	CLEARING AND GRUBBING	L. S.	ALL	962.00	962.0
7	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L. S.	ALL	13,000.00	13,000.0
8	GENERAL EXCAVATION	L. S.	ALL	7,750.00	7,750.0
9	TRENCH EXCAVATION	CU. YD.	29	20.00	580.0
10	FINISHING ROADBED & SLOPES	L. S.	ALL	2,200.00	2,200.0
11	OBLITERATION OF OLD CONC. ROADWAY	SQ. YD.	7,425	5.00	37,125.0
12	WATERING	M-GAL.	62	10.00	620.0
13	LIME TREATED SUBGRADE	SQ. YD.	8,434	1.50	12,651.0
14	LIME	TON	190	80.00	15,200.0
15	ASPHALT CONCRETE PAVEMENT CLASS "B"	TON	1,894	29.50	55,873.0
16	SAWCUT	LIN. FT.	690	2.75	1,897.5
17	6" STORM SEWER	LIN. FT.	32	8.00	256.0
18	8" STORM SEWER	LIN. FT.	52	8.50	442.0
19	10" STORM SEWER	LIN. FT.	38	11.50	437.0
20	CONCRETE INLETS (TYPE G-1)	EACH	13	550.00	7,150.
21	CONCRETE WALKS & RAMPS	SQ. YD.	624	16.75	10,452.0
22	CONCRETE STEPS	CU. YD.	2.76	250.00	690.
23	CONCRETE DRIVEWAYS	SQ. YD.	170	25.00	4,250.
24	EXTRA FOR A. C. APPROACHES	EACH	3	175.00	525.0
25	CONCRETE CURBS TYPE "A"	LIN. FT.	3,220	8.25	26,565.0
26	ADJUST MANHOLES	EACH	10	200.00	2,000.0
27	SIDEWALK RAMPS	EACH	2	400.00	800.
28	SEEDING	ACRE	0.3	3,580.00	1,074.0
	TOTAL BID ITEM COST				247,802.
	STRIPING				850.0
	+20% FOR ENGINEERING & CONTINGENCIES				49,523.
	ADDITION FOR ANTICIPATED ITEMS				
	ADJUST FOR SANITARY SEWER				1,500.
	ADJUST WATER LINES				1,500.0
	ESTIMATED PROJECT COST:				301,175.3

NOTE: CURRENT PRICE ADD 9% PER. YEAR FOR INFLATION.

6-25-79

Rec'd. CAT. 3N-M

Est. Ok No R/W

Z

LOCATION NARRATIVE

HEMLOCK AVE. - 8TH TERRACE
CITY STREET (COOS BAY)
COOS COUNTY

PREFIX 306-1945-901
MAY 25, 1979
F.D. MORRISON, RES.ENGR.

The original Estimate was beyond the City of Coos Bay's funding Capabilites, therefor we were requested to downscope the Project to get within their funding limits.

This is a Fedral Aid Urban Project and miscellaneous Contract and Agreement No. 6500 was used as a guide to work up this Location.

The Northerly Terminus is the edge of Hemlock Ave. The Southerly Terminus is where 10TH Street and 8TH Terrace seperate. The total length of the Project is 0.44 miles.

By the City's request, the Special Provisions should provide that this Project start in July and be completed by the middle of September, so as not to extend into the rainey season. The Curb work must be done first. Then the roadway should be done in Sections.The Lime Treated Subgrade must be put down with a Slurry.The City does not want us to use Granulated or Powered Lime on this Project. Construction will be restricted to tearing up no more roadway then can be placed back to grade at the end of the day. The existing Concrete Roadway and Sidewalk to be removed will become the responsibility of the Contractor at the point of Excavation and must be disposed of off the project in a satisfactory manner.

The typical section will be 33 feet from Curb to Curb, with a 4.5 foot Sidewalk from Hemlock to Date on the Left Side, and leaveing the old Sidewalk from Date to 8TH Terrace and Constructing a new Type "A" Curb from Hemlock to 8TH Terraceon the right side. The Project surfacing is as follows, 12 inches of Lime Treated Subgrade,and 4 inches of Class "B" A.C. Pavement. 2inches of A.C. Pavement will be put on at a future date.

The Horizonal alinment has a 0°10'13" Angle right at Sta. 23+00, but no curves. The Angle at station 23+00 was inserted to keep the new roadbed within the existing Right of Way. It also allowed us to make a good connection back on 10TH Street.

The Vertical Alignment changed somewhat from Hemlock to Date, but for the most part is controlled by the existing streets and driveways. The maximum Grade used on the Project is 9.2%, which is the grade of the existing Road.

All Surfacing material used will come from Commercial Sources. Class "B" Asphalt Concrete Mixture should be a Commercial Mix with a minimum of 6% asphalt and Liquid Asphalt should be included in the mixture.

The existing R/W on 10TH Street is 60 feet with no additional Right of Way required.

Drainage will be handled by Storm Sewer Design. From Hemlock to 8TH Terrace, we will extend existing pipes and install new G-1 Inlets. Existing Inlets will be removed. Several Manholes will have to be adjusted.

(See Page 2)

LOCATION NARRATIVE

Several Utility Companies have facilities which will have to be adjusted or moved. The Coos BayWater Board will have to adjust the Water Valves, Fire Hydrants and Water Meters. The City of Coos Bay is responsible for Utility adjustments on this Project.

We have ben informed by the City that old Water Lines and Sanitary Sewer Lines may be located below or in the Sidewalk. This Section was done many years ago and the City does not know the location of these lines. We willset up additional anticapated funds to cover these adjustments if necessary.

During Location, we felt that all the existing retaining walls will remain in place. The ones remaining, behind or on the Sidewalks will be saw cut, to prevent damage to the existing Walls during sidewalk removal. Saw Cut will aldo be made from Sta. 27+50 to 32+50 Rt. to utilize part of the existig sidewalk.

Traffic will be controled by Signing and Flagpersons, with a maximum of 20 minute delays. Through Traffic can be halted during Construction houres, but Traffic must be maintained for people liveing in the area. The entire Project must be open to Traffic after working hours .

The Information included in this Project was discused with the Director of Public Works, for the City of Coos Bay, prior to submission, and has his approval.

If any additional information is needed, please contact this office.

F.D. Morrison

F.D.Morrison, Res. Engr.
P.O. Box 716
Coquille, Oregon 97423
Phone 396-3707

Coos Bay
City

CITY OF COOS BAY

269-1181 – 500 CENTRAL – COOS BAY, OREGON 97420

May 18,1979

1 Versteeg ✓
Anderson
[illegible] copy
Olson
[illegible] Sullivan [illegible]
Torgin
2 [illegible] P
Wakeling

RECEIVED
MAY 25 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___
Action

Jack Ayres
Regional Federal Aid Engineer
Region 3
P.O. Box 1128
Roseburg, OR. 97470

Dear Jack:

In my April 16th letter to you I requested a June bid letting for the Hemlock Avenue-8th Terrace (Coos Bay) Section of F.A.U. 2641 (North 10th Street) project. As you may recall my principal concern was the conflict for through traffic and residential access that may result from rainy weather. This is why I asked for a summer construction schedule.

It is my understanding that the final plans have been delayed which has in turn delayed the bid letting. Since it is important to keep traffic and property access conflict to a minimum it is requested that the construction for North 10th be scheduled for the summer of 1980 (June through August). If this is not possible please let me know.

Thank you..

Very truly yours,

Joe A. Schwarm

Joe A. Schwarm-Director
Public Works Department

cc: J. H. Versteeg
Ben Gifford

Copy to Project Management ✓
JA

PROJECT MANAGEMENT
[illegible] [ ] CCE [ ] OPE [ ]
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M
PM GARY File: PM FA
LG OP

ROSEBURG REGION
RECEIVED
MAY 2 [illegible] 1979

[✓ RE]	RME	[✓ RCE]	ROE	TE
RUE	[✓ DES]	RSR	RPR	RLE
ENV	FAE	RBI	SEC	

STATUS URBAN SYSTEM FUNDS

The status of Urban System funds as of the date below is shown in the following tabulation. Federal funds are the governing factor in this status, and the actual allocation of federal funds to each Urban Area is offset by actual federal funds collected for individual projects when available and by estimated federal funds when not available.

For estimating purposes, federal funds are assumed to represent approximately 88% of total costs, and total Urban System funds (include federal funds 88%, state funds 6%, and local funds 6%) are arrived at by dividing the available federal funds by 88% and rounding to even thousands.

ALLOCATION OF FEDERAL FUNDS:

Fiscal Year	
1972	- -
1973	- -
1974	97,724
1975	99,965
*1976	128,850
1977	102,709
1978	102,433
1979	102,349
1980	
TOTAL	$ 634,030

Federal Funds Committed for Projects by Transportation Commission to Date:

	SECTION	FEDERAL FUNDS FINAL	FEDERAL FUNDS ESTIMAT
88% M-2691	Florida Ave.-Vermont Ave., Sheridan Ave. OCT. 1979	453,640	~~$400,73~~
86% M-2671	Empire-Coos Bay Hwy. at Woodland Dr. ✓ Court #8403		25,30
" M-2661	Koosbay Blvd. at Bayshore Dr. (US 101) ✓ " 8799		51,76
" M-2681	Virginia Ave. (Cape Arago Hwy.) at Harrison Ave. ✓ " 8700		34,05
86% M-2671	N.C.L. - Ocean Blvd., Woodland Dr. ✓ " 8840		132,22
88% M-2641	★ Hemlock Ave.-8th Terrace, 10th St. N. (3YR ADV.) AUG. 79	226,940	~~242,70~~
86% M-2741	Newmark Ave.-Ocean Blvd., Wallace St. (P.E.)		17,15

FEDERAL FUNDS

ALLOCATED		COMMITTED		UNCOMMITTED BALANCE
$634,030	-	~~$903,932~~ ~~963,177~~ 941,077	=	(307,047) 3yrs. $ ~~(269,902)~~ ~~(329,147)~~

TOTAL FUNDS UNCOMMITTED BALANCE

$ ÷ 0.88 = $

3 YEAR ADV.

* Includes Transition Quarter $ 25,770

★ TOTAL COST = $393,273
FED FUNDS AVAIL. = 226,940
STATE SHARE = 15,475
CITY SHARE = 150,858

Urban Area COOS BAY

Date ~~December, 1978~~ April 1979

STATUS URBAN SYSTEM FUNDS

The status of Urban System funds as of the date below is shown in the following tabulation. Federal funds are the governing factor in this status, and the actual allocation of federal funds to each Urban Area is offset by actual federal funds collected for individual projects when available and by estimated federal funds when not available.

For estimating purposes, federal funds are assumed to represent approximately 88% of total costs, and total Urban System funds (include federal funds 88%, state funds 6%, and local funds 6%) are arrived at by dividing the available federal funds by 88% and rounding to even thousands.

ALLOCATION OF FEDERAL FUNDS:

Fiscal Year	
1972	- -
1973	- -
1974	97,724
1975	99,965
*1976	128,850
1977	102,709
1978	102,433
1979	102,349
1980	
TOTAL	$ 634,030

Federal Funds Committed for Projects by Transportation Commission to Date:

		SECTION		FEDERAL FUNDS FINAL	FEDERAL FUNDS ESTIMAT
88%	M-2691	★ Florida Ave.-Vermont Ave., Sheridan Ave. Oct. 79		3~~3~~4,500 ~~453,640~~	~~$400,73~~
86%	M-2671	Empire-Coos Bay Hwy. at Woodland Dr. ✓	Cont #8403		25,30
"	M-2661	Koosbay Blvd. at Bayshore Dr. (US 101) ✓	" 8799		51,76
"	M-2681	Virginia Ave. (Cape Arago Hwy.) at Harrison Ave. ✓	" 8700		34,05
86%	M-2671	N.C.L. - Ocean Blvd., Woodland Dr. ✓	" 8840		132,22
88%	M-2641	Hemlock Ave.-8th Terrace, 10th St. N. (3YR ADV.)	Aug. 79	346,080	~~242,70~~
86%	M-2741	Newmark Ave.-Ocean Blvd., Wallace St. (P.E.)			17,15

★ 119,000± shy based on current Est.
Area will receive 1980 Alloc. by Oct. 79

FEDERAL FUNDS

ALLOCATED		COMMITTED		UNCOMMITTED BALANCE
$634,030	-	~~$903,932~~ ~~463,177~~ 941,077	=	(307,047) 3yrs. ~~$(269,902)~~ ~~(329,147)~~

3 YEAR ADV.

TOTAL FUNDS UNCOMMITTED BALANCE
$ ÷ 0.88 = $

* Includes Transition Quarter $ 25,770

TOTAL COST = 393,273
FED FUNDS (88%) = 346,080
STATE SHARE = 23,597
CITY SHARE = 23,596

Urban Area COOS BAY

Date ~~December, 1978~~
April 1979

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 18, 1979

FROM: JAMES GIX
Regional Construction Engineer

SUBJECT: Letter of Transmittal

TO: Frank Terpin
Location Engineer
SALEM

Transmitted herewith is the following Location Data on the Hemlock Ave.-8th Terrace (Coos Bay) Project City Street. Prefix No. 306-1945.

1	roll	Mylar Detail Map
1	roll	Cross Sections
1	roll	Typical Sections and Profile
1	roll	Road Approach Profiles
1	roll	Road Approach Cross Sections
1	roll	Assessors Map
1	copy	Location Engineer's Statement
1	copy	Location Narrative Report
1	copy	Alternate No. 1 Narrative Report
1	copy	Quantity Summary and Cost Estimate
1	copy	Alternate No. 1 Quantity Summary and Cost Estimate
1	pad	Coordinates
1	pad	Bid Items Summaries (Earthwork, surfacing, etc.)
1	pad	**Location Photos**
1	book	Location Field Notes (Transit Ties & Cross Sections)
1	copy	Soils and Geology Report

Region recommends Alternate No. 1, with the change of 4 inches to 6 inches of Class "B" A.C. pavement. The change will cost an additional $30,000 dollars.

JG/KDC/ib
Encl.

4-23-79
Jack [illegible] says Frank Morrison
met with city 4-24-79. City wants
[illegible] type [illegible] by [illegible]. Jack
regarding [illegible] field [illegible] data be
returned [illegible] returned [illegible]
[illegible] submitted
to Region
Z

RECEIVED
APR 23 1979
LOCATION SECTION

To City-County
4-23-79

REC'D. 4-23-79
Z.

EST. - $328,725# 313,213
ORIG. - 217,660# [illegible]
CAT. 3 NON-MAN.

LOCATION NARRATIVE
ALTERNATE NO. 1

HEMLOCK AVE. - 8TH TERRACE
CITY STREET (COOS BAY)
COOS COUNTY

PREFIX 306-1945-901
APRIL 16, 1979
F.D. MORRISON,RES.ENGR.

The original Estimate was beyond the City of Coos Bay's funding Capabilities, therefore we were requested to downscope the Project to get within their funding limits.

This is a Federal Aid Urban Project and miscellaneous Contract and Agreement No. 6500 was used as a guide to work up this Location.

The Northerly Terminus is the edge of Hemlock Ave. The Southerly Terminus is where 10TH Street and 8TH Terrace seperate. The total length of the Project is 0.44 miles.

By the City's request, the Special Provisions should provide that this Project start in July and be completed by the middle of September, so as not to extend into the rainey season. The Curb work must be done first. Then the roadway should be done in Sections. The Lime Treated Subgrade must be put down with a Slurry. The City does not want us to use Granulated or Powdered Lime on this Project. Construction will be restricted to tearing up no more roadway than can be placed back to grade at the end of the day. The existing Concrete Roadway and Sidewalk to be removed will become the responsibility of the Contractor at the point of Excavation and must be disposed of off the Project in a satisfactory manner.

The typical section will be 35 feet from Curb to Curb, with a 5 foot Sidewalk from Hemlock to Date on the Left Side, and leaving the old Sidewalk from Date to 8TH TERRACE, and Construsting a new Type "A" Curb from Hemlock to 8TH Terrace on the right side. The Project surfacing is as follows, 8-inches of Lime Treated Subgrade and 4-inches of Class "B" A.C. Pavement.

The Horizontal alignment has a 0° 10' 52" Angle right at Sta. 23+50, but no curves. The Angle at Sta. 23+50 was inserted to keep the new Roadbed within the existing Right of Way. It also allowed us to make a good connection back on 10TH Street.

The Vertical Alignment was raised some what from Hemlock to Date, but for the most part is controlled by the existing streets and driveways. The maximum Grade used on the Project is 9.2%, which is the grade of the existing Road.

All Surfacing material used will come from Commercial Sources. Class "B" Asphalt Concrete Mixture should be a Commercial Mix with aminimum of 6% asphalt and Liquid Asphalt should be included in the mixture. Th~~e PMBB will also come from a Commercial Source.~~ T~~he Liquid Asphalt should be included in the price of the mixture with~~ a ~~minimum of 5.0% Asphalt~~.

The existing R/W on 10TH Street is 60 feet with no additional Right of Way required.

Drainage will be handled by Storm Drains. From Hemlock to 8TH Terrace, we will extend existing pipes and install new G-1 Inlets. Existing Inlets will be removed. Several Manholes will have to be adjusted.

(See Page No. 2)

LOCATION NARRATIVE
ALTERNATE NO. 1

Several Utility Companies have facilities which will have to be adjusted or moved. The Coos Bay Water Board will have to adjust the Water Valves, Fire Hydrants and Water Meters. The City of Coos Bay is responsible for Utility adjuctments on this Project.

We have been informed by the City that old Water Lines and Sanitary Sewer Lines may be located below or in the Sidewalks. This Section was done many years ago and the City does not know the locations of these lines. We will set up additional anticipated funds to cover these adjustments if necessary.

During Location, we felt that all the existing retaining walls but one, will remain in place. The ones remaining, behind or on the Sidewalks will be Saw Cut, to prevent damage to the existing Walls during Sidewalk removals. The replacement Wall we proposed, was a Type K Wall, 6 feet high.

Traffic will be controlled by Signing and Flagpersons, with a maximum of 20 minute delays. Through Traffic can be halted during Construction hours, but Traffic must be maintained for the people living in the area. The entire Project must be opened to Traffic after working hours.

The information included in this Project was discussed with the Director of Public Works, for the City of Coos Bay, prior tosubmission, and has his approval.

If any additional information is needed, please contact this office.

F.D. Morrison, Res. Engr.
P.O. Box 716
Coquille, Oregon 97423
Phone 396-3707

ALTERNATE NO. 1
QUANTITY SUMMARY & COST ESTIMATE

ITEM NO.	BID ITEM	UNIT	QUANTITY	PRICE	TOTAL
1.	MOBILIZATION	L.S.	ALL		19,512.00
2.	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	L.S.	ALL		7,317.00
3.	TEMPORARY SIGNS	SQ. FT.	191	6.00	1,146.00
4.	TEMPORARY BARRICADES(TYPE2)	EACH	6	100.00	600.00
5.	FLAGMEN	HOUR	1,000	19.00	19,000.00
6.	CLEARING & GRUBBING	L.S.	ALL	2,500.00	2,500.00
7.	REMOVAL OF STRUCTURES & OBSTRUCTIONS	L.S.	ALL	13,000.00	13,000.00
8.	GENERAL EXCAVATION	CU. YD.	2,156.0	5.00	11,858.00
9.	TRENCH EXCAVATION	CU. YD.	30.0	20.00	600.00
10.	FINISHING ROADBED & SLOPES	L.S.	ALL	2,200.00	2,200.00
11.	OBLITERATION OF OLD CONC. ROADWAY	SQ. YD.	7,425	5.00	37,125.00
12.	WATERING	M-GAL	115.0	10.00	1,150.00
13.	LIME TREATED SUBGRADE	SQ. YD.	8,950.00	1.50	13,425.00
14.	LIME	TON	135.0	80.00	10,800.00
15.	ASPHALT CONCRETE PAVEMENT CLASS "B" MIX	TON	2,006.0	29.50	59177 .00
16.	CONCRETE RETAINING WALL(TYP K)	CU.YD.	60.0	225.00	13,500.00
17.	REINFORCEMENT	LBS.	2,920.0	0.60	1,752.00
18.	SAW CUT	LIN.FT.	143.0	2.75	393.25
19.	6" STORM SEWER	LIN. FT.	34.0	8.00	272.00
20.	8" STORM SEWER	LIN. FT.	54.0	8.50	459.00
21.	10" STORM SEWER	LIN. FT.	40.0	11.50	460.00
22.	CONCRETE INLETS(TYPE G-1)	EACH	13.0	550.00	7,150.00
23.	CONCRETE WALKS & RAMPS	SQ. YD.	625.0	16.75	10,468.75
24.	CONCRETE STEPS	CU. YD.	5.0	250.00	1,250.00
25.	CONCRETE DRIVEWAYS	SQ. YD.	170.0	25.00	4,250.00
26.	EXTRA FOR A.C. APPROACHES	EACH	3	175.00	525.00
27.	CONCRETE CURBS TYPE A	LIN. FT.	3220	8.25	26,565.00
28.	ADJUST MANHOLES	EACH	12	200.00	2,400.00
29.	SIDEWALK RAMPS	EACH	2	400.00	800.00
30.	SEEDING	ACER	0.3	3,580.00	1,074.00
	TOTAL BID ITEM COST:				270,729.00
	+20% FOR ENGINEERING & CONTINGENCIES				54,146.00
	ADDITIONAL ANTICIPATED ITEMS:				
	ADJUST WATER LINES				1,500.00
	ADJUST SANITARY SEWER				1,500.00
	STRIPING				850.00
	ESTIMATED PROJECT COST:				328,725.00

$65,000

NOTE: CURRENT PRICES - ADD 9% PER YEAR FOR INFLATION.

[illegible] from [illegible]

LOCATION NARRATIVE

Hemlock Ave. - 8th Terrace
City Street (Coos Bay)
Coos County

Prefix: 306-1945-901
March 14, 1979
F.D. Morrison, Res. Engr.
F. D. Morrison

This is a Federal Aid Urban Project and Miscellaneous Contract and Agreement No. 6500 was used as a guide to work up this Location.

The Northerly Terminus is the edge of Hemlock Ave. The Southerly Terminus is where 10th Street and 8th Terrace seperate. The total length of the Project is 0.44 miles.

The Typical Section will be 35.0 Feet Curb to Curb, with a 5.0 foot Sidewalk from Hemlock to Date on the left side, and leaving the old Sidewalk from Date to 8th Terrace, and constructing a new Type "A" Curb from Hemlock to 8th Terrace on the right side. The Project Surfacing is as follows. 10" of Plant Mix Bituminous Base and 2" Class "B" AC Conc. Pavement.

The Horizontal Alignment has a 0° 10' 52" Angle right at Sta. 23+50, but no curves. The Angle at Sta. 23+50 was inserted to keep the new Roadbed within the existing Right of Way. It also allowed us to make a good connection back on 10th St.

The Vertical Alignment was raised some what from Hemlock to Date, but for the most part is controlled by the existing streets and driveways. The maximum Grade used on the Project is 9.2%, which is the Grade of the existing Road.

All Surfacing material used will come from Commercial Sources. Class "B" Asphalt Concrete Mixture should be a Commercial Mix with a minimum of 6% Ashalt and Liquid Asphalt should be included in the mixture. The PMBB will also come from a Commercial Source. The Liquid Asphalt should be included in the price of the mixture with a minimum of 5% Asphalt.

The existing R/W on 10th street is 60' with no additional Right of Way required.

Drainage will be handled by Storm Drains. From Hemlock to 8th Terrace we will extend existing pipes and install new G-1 Inlets. Existing Inlets will be removed. Several Manholes will have to be adjusted.

Several Utility Companies have facilities which will have to be adjusted or moved. The Coos Bay Water Board will have to adjust the Water Valves, Fire Hydrants and Water Meters. The City of Coos Bay is responsible for Utility adjustments on this Project.

The Special Provisions for this Project should state that the Curb work must be done first. Then the Roadway should be done in Sections, as Traffic must be maintained during construction. This would keep the entire Project from being torn up at one time. This should not pose a problem since approximately 1,930 Cu. Yds. of material will be excess. This material will become the responsibility of the Contractor at the point of excavation and must be disposed of off the Project in a satisfactory manner. A large portion of the excess material will be old Concrete from the Curbs, Walks and existing Roadway.

LOCATION NARRATIVE CONTINUED
HEMLOCK AVE. - 8th TERRACE

We have been informed by the City, that old Water lines and Sanitary Sewer Lines may be located below or in the Sidewalks. This Section was done many years ago and the City does not know the locations of these lines. We will set up additional anticipated funds to cover these adjustments if necessary.

During Location, we felt that all the existing retaining walls but one, will remain in place. The ones remaining, behind or on the Sidewalks will be Saw Cut, to prevent damage to the existing Walls during Sideqalk removals. The replacement Wall we proposed, was a Type K Wall 6 feet high.

Traffic will be controlled by Signing and Flagpersons, with a maximum of 20 minute delays, with no anticipated problems.

The information included in this Project was discussed with the Director of Public Works, for the City of Coos Bay, prior to submission, and has his approval.

If any additional information is needed, please contact this office.

F. D. Morrison
F.D. Morrison, Res. Engr.
P.O. Box 716
Coquille, Oregon 97423
Phone 396-3707

QUANTITY SUMMARY & COST ESTIMATE

ITEM NO.	BID ITEM	UNIT	QUANTITY	PRICE	TOTAL
1.	MOBILIZATION	L.S.	ALL		$25,500.00
2.	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	L.S.	ALL		9,550.00
3.	TEMPORARY SIGNS	SQ. FT.	191	6.00	1,146.00
4.	TEMPORARY BARRICADES(TYPE 2)	EACH	6	100.00	600.00
5.	FLAGMEN	HOUR	1,000	19.00	19,000.00
6.	CLEARING & GRUBBING(3.3 ACRES)	L.S.	ALL	2,500.00	2,500.00
7.	REMOVAL OF STRUCTURES & OBSTRUCTIONS	L.S.	ALL	13,000.00	13,000.00
8.	GENERAL EXCAVATION	CU. YD.	2,156.0	5.50	11,858.00
9.	TRENCH EXCAVATION	CU. YD.	30.0	20.00	600.00
10.	FINISHING ROADBED & SLOPES	L.S.	ALL	2,200.00	2,200.00
11.	OBLITERATION OF CONC.ROADWAY	SQ. YD.	7,425.0	5.00	37,125.00
12.	WATERING	M-GAL.	115.0	10.00	1,150.00
13.	PLANT MIX BITUMINOUS BASE	TONS	4,840.0	26.75	129,470.00
14.	ASPHALT CONCRETE PAVEMENT CLASS "B" MIX	TONS	970.0	29.50	28,615.00
15.	CONCRETE RETAINING WALL(TYPE K)	CU.YD.	60.0	225.00	13,500.00
16.	REINFORCEMENT	LBS.	2,920.0	0.60	1,752.00
17.	SAW CUT	LIN. FT.	143.0	2.75	393.25
18.	6-INCH STORM SEWER	LIN. FT.	34.0	8.00	272.00
19.	8-INCH STORM SEWER	LIN. FT.	54.0	8.50	459.00
20.	10-INCH STORM SEWER	LIN. FT.	40.0	11.50	460.00
21.	CONCRETE INLETS (TYPE G-1)	EACH	13.0	550.00	7,150.00
22.	CONCRETE WALKS & RAMPS	SQ. YD.	625.0	16.75	10,468.75
23.	CONCRETE STEPS	CU. YD.	5.0	250.00	1,250.00
24.	CONCRETE DRIVEWAYS	SQ. YD.	170.0	25.00	4,250.00
25.	EXTRA FOR A. C. APPROACHES	EACH	3	175.00	525.00
26.	CONCRETE CURBS (TYPE A)	LIN. FT.	3,220.0	8.25	26,565.00
27.	ADJUST MANHOLES	EACH	12	200.00	2,400.00
28.	SIDEWALK RAMPS	EACH	2	400.00	800.00
29.	SEEDING	ACRE	0.3	3,580.00	1,074.00
	TOTAL BID ITEM COST:				353,633.00
	+ 20% FOR ENGINEERING & CONTINGENCIES				70,726.00
	ADDITIONAL ANTICIPATED ITEMS:				
	ADJUST WATER LINES				1,500.00
	ADJUST SANITARY SEWERS				1,500.00
	STRIPING				850.00
	ESTIMATED PROJECT COST:				$428,209.00

NOTE: CURRENT PRICES - ADD 9% PER YEAR PER YEAR FOR INFLATION.

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-30-78	CC 1918		306-1945-295

BILL TO: Code:

City of Coos Bay
P. O. Box 1118
Coos Bay, Oregon 97420
Attn: Joe Schwarm, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. on the Hemlock Ave.-8th Terrace Section of N. 10th Street FAU 2641 Agreement No. 6500 AD 472			

Advance Deposit Amount	$ 1,080.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 1,080.00
Transfer to Highway Fund	$ 810.00
Refund Due	$
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved:

SP*35736-73

Date: July 14, 1978

City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97420

Attn: Mr. Richard Kahanek
City Manager

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Hemlock Avenue-8th Terrace Section of 10th Street North.

Financial sharing of the preliminary engineering is:

Total P.E.	$15,000
Federal Funds	12,840
Balance	$ 2,160
Local Share:	
50% of $2,160	$1,080

Please make your check in the amount of $1,080 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G.W. Wimer
Local Government Manager

GEZ:cw

bc w/AD# 472: Vern Skoog - Please return completed AD#472 when check is received.
Region 3 Federal Aid Engineer

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-2641(1)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80308

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7/7/78

FEDERAL ROUTE NUMBER FAU 2641

STATE ROUTE NUMBER City Street

GENERAL LOCATION: Hemlock Ave.-8th Terrace (Coos Bay) Section

GENERAL DESCRIPTION OF WORK: Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC NTE $15,000, FF $12,840
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6/14/78 letter.

DATE 7/7/78

SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FAUS

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 14, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80308
Project No. M-2641(1)
Hemlock Ave.-8th Terrace (Coos Bay) Section
Coos County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $15,000 with an obligation of $12,840 in federal funds.

CL:dmc
Attachment
cc: A. Shirley, Reg. 3
G. Zehner

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Budget Bureau No. 41-R20

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. June 14, 1978

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		City St., 10th St. N. In Coos Bay		3,700	5,600	98	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 23 7
	P.E., Gr., Dr., HT. Pave								M-	2641 (1

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME		
	Urban System	Coos		
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37) U.S.
	Coos Bay	U	2641	City St.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Hemlock Ave.- 8th Terrace (Coos Bay) Section"	0.43	15,000	12,840	1,080	1,080 (City
5					**ROW**							
5					**CONST** (CODE) 6201			0.43	268,000	229,860	19,070	19,070 (City

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.43	283,000	242,700	20,150	20,150 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 14, 1978

CT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y St., 10th St. N. In Coos Bay		3,700	5,600	98	10	Oregon	41	W32	80308

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
. Pave								M-	2641	(1)	

COUNTY NAME Coos CODE 011

ROUTE NO. U FEDERAL-AID 2641 STATE City St. U.S.

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W		"Hemlock Ave.- 8th Terrace (Coos Bay) Section"	0.43	15,000	12,840	1,080	1,080 (City)	
NST DE))1			0.43	268,000	229,860	19,070	19,070 (City)	ROW-60' minimum; Access Control-None; Parking Restrictions- Partial.
CL	PROJECT TOTALS		0.43	283,000	242,700	20,150	20,150 (City)	

VAL DATES

REMARKS

-over-

Hemlock Ave.-8th Terrace (Coos Bay) Section
Project No. M-2641(1)

Existing Facility: Variable 26-31 foot curbed roadway with 2.5 to 6.5 foot sidewalk each side.

Adjacent Sections:
S. End -- 31-foot curbed roadway.
N. End -- 36-foot curbed roadway.

Project Data: The proposed work is as follows:

1) Preliminary engineering all phases including utility preparatory work.
2) Widen the existing facility to provide for a 35-foot curbed roadway with a 4.5 to 5 foot sidewalk on the east side which work consists of grade, drain and high type pave. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on May 16, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- None required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 4.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: May 16, 1978

In reply refer to: HFO.3-OR

SUBJECT: Oregon Project M-2641(-)
Hemlock Ave.-8th Terrace
Tenth St. North FAU 264.
Project Assessment
Coos County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr., Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's January 25, 1978, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P.V. Reid
G. L. Green for

cc:
Mr. D. H. Moehring, Proj Mgt
Region 3, Env. (OSHD)
Environmental Section
cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab. Bldg.
Alfred Shirley, Jr.
Jack Ayres
B. E. Brown
Elliott Parker
Gerald Wimer
B. L. Gifford (2)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date December 2. 1977

Section Hemlock Ave.-8th Terrace

Unit (if appl) N/A

County Coos

City Coos Bay

Highway Tenth Street North

State Hwy. No. FAU 2641

Termini: M.P.(if appl) Hemlock Ave. to 8th Terrace

Length 2250 feet

Region III

Construction Estimate $285,000
Program Amount

B. Purpose of Project: Widen and reconstruct Tenth Street North to allow ample driving lanes for the relatively heavy traffic volume and also provide parking and sidewalks on the east side of the street.

C. Origin & History of Project: The project was placed on the FAUS integrated priority list for the Coos Bay Urban Area on July 30, 1976. The project was ranked number six on the list.

D. General Description of Project: This project will involve removal of all existing concrete streets and sidewalks on Tenth Street North between 8th Terrace and Hemlock Avenue, with the exception of the east sidewalk between 8th Terrace and Date Street. The new street section will be 35 feet wide, curb to curb, with a 5-foot sidewalk on the east side of the street.

Alignment: New ______ Existing XX Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. None ; Shldrs. None ; Parking 1 side, limited

Proposed: No. Lanes 2 ; Med. None ; Shldrs. None ; Parking 1 side

Traffic: Existing Facility: Existing ADT 3724 ; Projected ADT 4000 ; Yr. 1980

Existing Level of Service Poor

Proposed Facility: Projected ADT 4250 ; Yr. 1980

Projected Level of Service Good

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels________

Acres________; Type of Relocation Req.__________________; No._________

Materials Source, Borrow, Waste Disposal Requirements, if any: Materials (asphalt, crushed rock, redi-mix concrete, etc.) are available from local suppliers. Waste disposal will be limited to disposal of existing concrete, street, curb and gutter and sidewalk material, and minor amounts of earth excavation. Waste disposal site will be selected by the contractor, subject to the approval of the engineer, and in accordance with Standard Specifications for Highway Construction, 1974.

Type of Structure(s):

No structures, as such, though there are some modest retaining walls on abutting properties.

Brief Description of River or Stream and Type of Involvement, if any: No involvement.

Local City, County or COG priorities of project: Project is rated #6 on the Coos Bay Urban Area FAUS Integrated priority list.

FHWA and/or OSHD approvals given, if any: None to date; first application.

Location or Design Alternatives (identify and describe): This project involves reconstruction and widening of an existing street, therefore, the location is fixed. No major design alternatives are available.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Tenth Street runs north from the west tip of an area in downtown Coos Bay that was formed by the deposition of dredge spoils on the banks of the bay in the late 19th and early 20th centuries. As it proceeds north, the elevation increases from approximately 30 feet at 8th Terrace to 170 feet at Hemlock Avenue. Surrounding land is rolling and locally steep. Vegetation includes fir, spruce, cedar, alder, waxmyrtle, several kinds of ornamentals, ivy, salal, thimbleberry, blackberry, vetch, ferns, etc. Except for open lawn areas, abutting vegetation is dense.

2. Cultural: Tenth Street North serves as a collector street from the upper class residential areas of Milner Crest, Telegraph Hill and Mingus Heights, bringing traffic from these streets to Central Avenue which is the major east/west arterial in Coos Bay. It also serves to a lesser degree as a minor arterial due to the fact that it is one of the routes connecting Coos Bay and North Bend. Tenth Street North lies along the east side of Mingus Park, a city recreation area, and the Coos Bay Municipal Swimming Pool.

Most abutting property is developed or it is in some form of public reserve (park, recreation land, etc.). Abutting land is steep, setbacks are modest and several properties have retaining walls and/or steps and stairs down to the roadway.

At present, there are variable, typically narrow, sidewalks on both roadway margins. There is a total parking restriction on the west side and only intermittent nighttime parking permitted on the east side. The section is posted at 25 MPH.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Existing 60' right of way is sufficient for the project.

2. Estimated Impact on Traffic Patterns: No major impact on traffic patterns is expected. There will probably be a modest increase in ADT due to improved road conditions, but major traffic patterns are not expected to change.

Consequences--Air Quality, Noise, Safety, etc.: Since no major change in traffic patterns is expected, the only changes in air quality and noise will be associated with the temporary effects of construction. Safety will be improved due to the wider street section and increased maneuverability.

3. Estimated Impact on Land Use: None

Consequences: N/A

4. Expected Impact on Natural Ecological Resources: None

Consequences: N/A

5. Expected Impact on Cultural and Scenic Resources: The effect on cultural and scenic resources will be minimal as the only major change will be widening of the roadway and elimination of the sidewalk on the west side of Tenth Street. Minor relocation of overhead utilities will be required.

Consequences: None.

6. Preliminary Identification of Areas of Critical Concern: No major areas of critical concern have been identified.

7. Potential for Controversial Issues: Minor potential for controversy will be associated with removal of the existing sidewalk on the west side of Tenth Street.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans The only effects on air quality will be those associated with construction and these will be temporary.

b. Noise Standards Completion of the project is only expected to cause an incidental increase in traffic, hence no study report will be required.

c. Water Quality Standards No effect.

d. Area Land Use and Transportation Plans, and Zoning No effect.

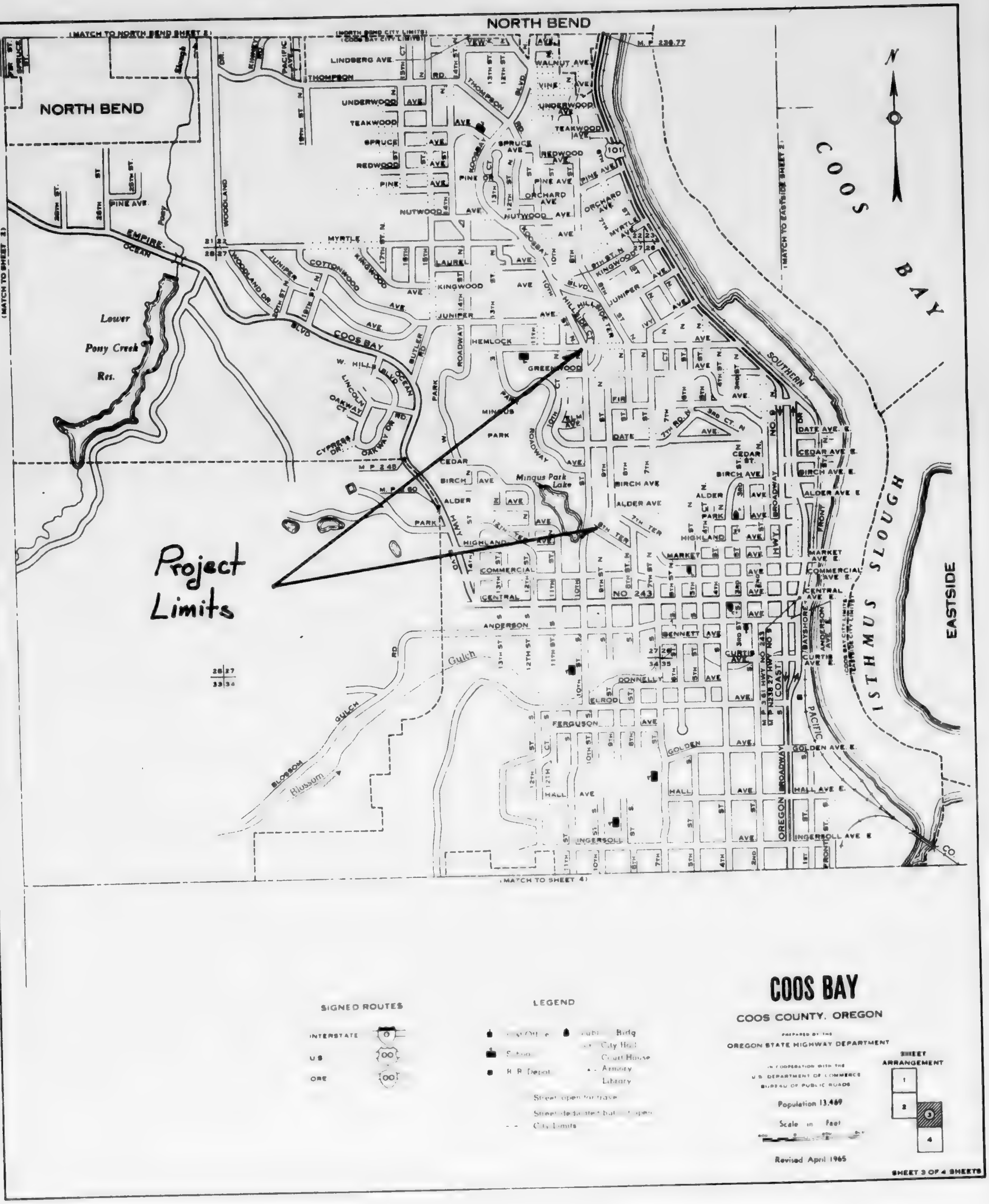
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------	-----------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The scope of this project: street widening and reconstruction; and the lack of any need for additional right of way preclude major impacts or a need for further documentation.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


NORTH BEND
(MATCH TO NORTH BEND SHEET 2)
(NORTH BEND CITY LIMITS)
(COOS BAY CITY LIMITS)
M.P. 236.77
N
COOS BAY
EASTSIDE
ISTHMUS SLOUGH
SOUTHERN
PACIFIC
(MATCH TO EASTSIDE SHEET 2)
(MATCH TO SHEET 2)
(MATCH TO SHEET 4)
EMPIRE-OCEAN
COOS BAY BLVD
Lower Pony Creek Res.
Mingus Park Lake
MINGUS PARK
M.P. 249
M.P. 250
NO 243
BROADWAY
BAYSHORE
FRONT
COAST
101
Blossom Gulch
Project Limits
SIGNED ROUTES
INTERSTATE
US
ORE
LEGEND
Post Office
School
R.R. Depot
Public Bldg
City Hall
Court House
Armory
Library
Street open for travel
Street dedicated but not open
City Limits
SHEET ARRANGEMENT
1
2
3
4

COOS BAY

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 13,469

Scale in Feet

Revised April 1965

SHEET 3 OF 4 SHEETS

April 14, 1978

City of Coos Bay
City Hall
Coos Bay, OR 97420

Attention: Irving G. Johnson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6500

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct a two-lane facility on the Hemlock Avenue-8th Terrace Section of 10th Street North in Coos Bay.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Mr. Joe Schwarm
Director of Public Works
City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97420

March 23, 1978

Dear Mr. Schwarm:

This will acknowledge receipt of three signed copies of Agreement No. 6500 and City Council Resolution No. 78-16 pertaining to your 10th Street FAUS project from Hemlock Ave. to 8th Terrace in Coos Bay.

By a copy of this letter they are being forwarded to the Project Management Unit for further processing. A fully executed copy will be returned for your files.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring ✓
Bill Brown
Frank Morrison

[illegible]

[illegible] ✓
[illegible]

RESOLUTION 78-16

WHEREAS, the City Council of the City of Coos Bay finds it necessary and desirable to enter into an agreement with the State Department of Transportation in order to reconstruct North Tenth Street under the Urban System Program, pursuant to Title 23, U.S. Code; and,

WHEREAS, an agreement setting forth those things to be done by State and City to accomplish said reconstruction has been submitted to Council for their consideration,

NOW, THEREFORE, BE IT RESOLVED, that the City Council does hereby authorize and direct execution of said agreement.

The foregoing resolution was duly adopted by the City Council this 13th day of March, 1978, and approved by the Mayor this 13th day of March, 1978.

Robert Hale
Robert Hale
Mayor of the City of Coos Bay
Coos County, Oregon

ATTEST: Irving G Johnson
Irving G. Johnson
Recorder of the City of Coos Bay
Coos County, Oregon

Form E-39 (~~Rev.~~ 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

JUL 12 1978
ACCTG. CONTROL

Section Hemlock Ave.-8th Terrace (Coos Bay)

Highway 10th Street N. FAU 2641

County Coos

Date March 9, 1978

Authorization No. 1

Survey Prefix 306-1945 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Hemlock Avenue to 8th Terrace.

Length 0.43 miles

Purpose of survey: To prepare plans, specifications and estimates for the reconstruction of 10th Street.

M-2641 (1)
7-7-78

Estimate of cost:	Field	901	10,000
	Plans	905	2,500
	Soils	910	750
	Traffic	911	250
	Utility	914	500
	Specifications	921	1,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $15,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E Crispin
Location Engineer

Approved: E S Hunter
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

N M

SP*23604-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 22, 1978

FILE:

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Survey Authorizations

TO: Alfred Shirley
Region 3 Engineer

NOTED
E. S. HUNTER

The following projects have been approved. Please prepare the necessary survey authorization requests and assessments and submit them for processing.

Highway No.	Section
0015	McKenzie at 3rd St & 32nd Street (Springfield)
0520	MP 0 - MP 3 and MP 7.04 - MP 8.50
0520	Cottage Grove WCL-MP 4.98
0706	Hemlock Avenue-8th Terrace (Coos Bay)
0715	Central Avenue-Front Street (Medford)
1217	Grants Pass Pavement Marking
2010	NE 6th Avenue-NE Central Avenue (Sutherlin)

FET:jp

cc E.S. Hunter
J.H. Versteeg
Gary Potter

RECEIVED
TECHNICAL SERVICES
FEB 23 '78
REFER TO
FOR

DATE January 12, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

On the consent calendar for the January 24 meeting will be four requests for approval of Urban System projects.

Bend is requesting a $165,000 project to signalize the Division Street and Greenwood Avenue intersection, and to construct a structure on Division Street over Franklin Avenue.

The request from Coos Bay is for a $282,208 project to reconstruct a 0.43 mile segment of 10th Street.

Two projects totaling $100,000 for widening 0.7 miles of 45th Avenue and 1.2 miles of State Street are being requested by Marion County.

Federal Urban System funds for these projects are estimated at $470,600 with the State providing approximately $41,804 in match funds and $34,804 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agrements for and on your behalf.

Attachment.

GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
John Sheldrake
A. Shirley, Jr.
C. M. Williams
D. H. Harwell
George Bell

7-56

DATE January 12, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

On the consent calendar for the January 24 meeting will be four requests for approval of Urban System projects.

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J. H. Versteeg
John Sheldrake
A. Shirley, Jr.
C. M. Williams
D. H. Harwell
George Bell

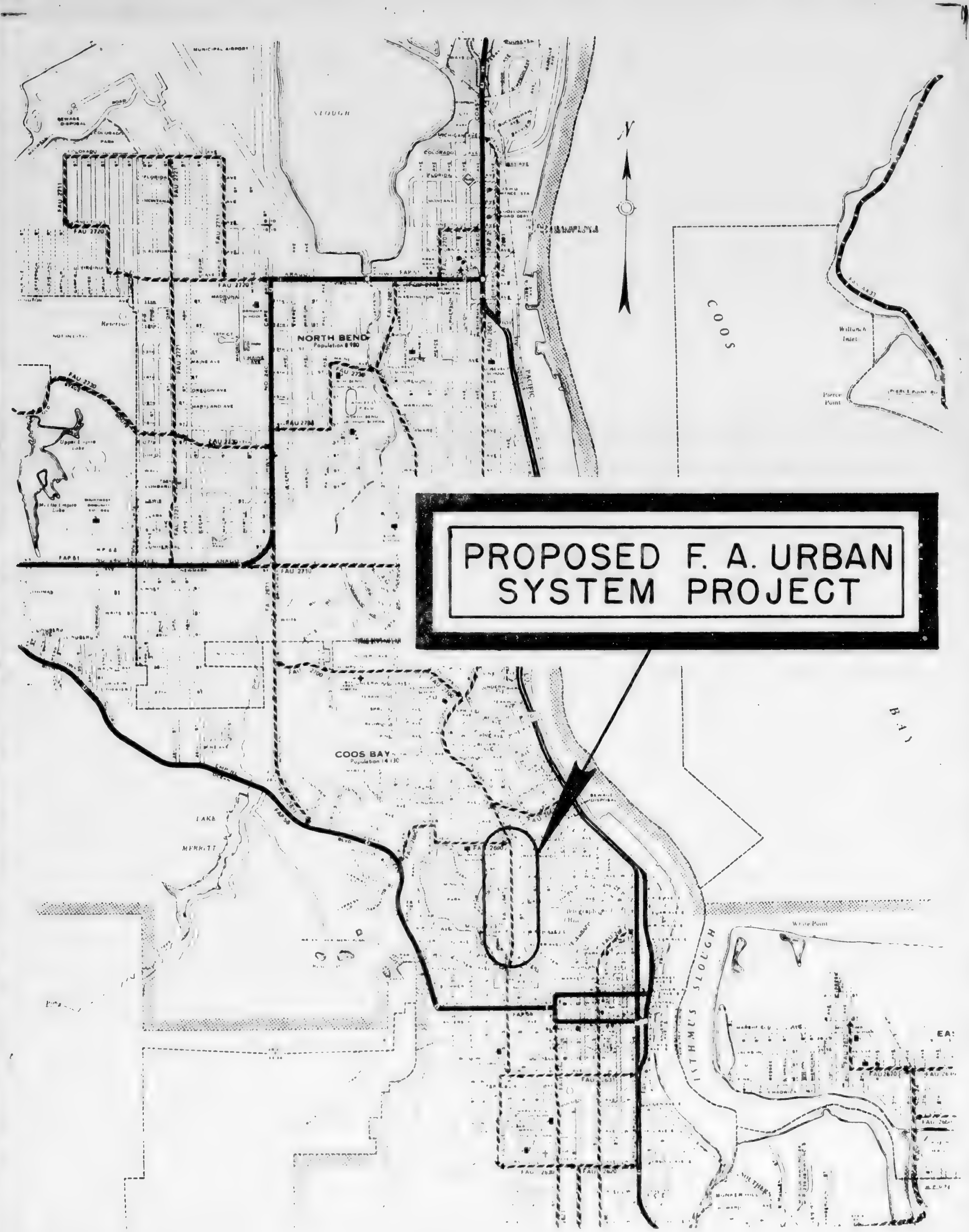
CITY OF COOS BAY
Proposed Urban System Project

Hemlock Avenue-8th Terrace (Coos Bay) Section
10th Street N., FAU 2641
Grade, Pave, Sign and Stripe
0.43 miles
$282,208

This project consists of reconstructing 10th Street to provide two travel lanes and a parking lane on the east side. Sidewalk will be constructed on the east side between Hemlock Avenue and Date Avenue. The project will provide curbs on both sides.

State will perform preliminary and construction engineering.

78-a
1-10-78


PROPOSED F. A. URBAN SYSTEM PROJECT
N
NORTH BEND
Population 8,980
COOS BAY
Population 14,130
COOS
BAY
SLOUGH
LAKE
MERRITT
ISTHMUS SLOUGH
PACIFIC
Pierce Point
FAU 2720
FAU 2721
FAU 2710
FAU 2700
FAU 2600
FAP 81

Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

October 18, 1977

Mr. Joe Schwarm
Director of Public Works
City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97420

Dear Mr. Schwarm:

This will acknowledge your letter of October 17, 1977, transmitting an application and assessment for federal aid urban project on 10th Street between 8th Terrace and Hemlock in Coos Bay.

Your current FAUS balance is a deficit at this point in time. This office will, however, begin processing the application and when funds are available at least the preliminary engineering phase can be programmed.

By a copy of this letter your application is being forwarded to the Program Management Section for appropriate processing.

Also by a copy of this letter your project assessment is being given to Mr. Eb Engelmann, Regional Environmentalist, for review. If he needs additional details he will contact you directly.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao

cc: D.H. Moehring
Bill Brown
Eb Engelmann

PROJECT MANAGEMENT
PME LGE CCE FAE OM CPE
OCT 20 1977
File: PM LC FA
TAA

FEDERAL AID PROJECT REQUEST

Date October 5, 1977

Applicant Agency City of Coos Bay

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. FAU 2641 Route Name Tenth Street North

Project Name Tenth Street Reconstruction - Eight Terrace to Hemlock Avenue

Project Length 2250 Project Location (Attach sketch map)

Project Description Reconstruct Tenth Street to collector standards. Provide two thirteen foot driving lanes with a nine foot parking strip on the East side. Utilize existing sidewalk on East side from Eight Terrace to Dave Avenue, provide new five foot sidewalk on East side from Date Avenue to Hemlock Avenue.

Average Daily Traffic 3724 Design Speed 30 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) See Exhibit I-1

Width 26-31 ft. Travel Lanes 2 Shoulders None

Medians None Parking Limited Parking, One Side

Sidewalks Both sides

Remarks

2. Desired Roadway Cross Section: (Attach sketch) See Exhibit I-2

Width 35' Travel Lanes 2-13' lanes Shoulders None

Medians None Parking 9' parking strip - East side

Curbed Both sides Length Curb Radii 15'

Sidewalk/Bikeway Use existing east sidewalk, Eighth Terrace to Date Avenue.

Remarks New 5' sidewalk on East side for remainder of project.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No x

3. Will additional right-of-way be needed? Yes ____ No x
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Utility pole mounted luminaries on the East side of following street intersections: 10th and 8th Terrace; 10th and Birch Avenue; 10th and Cedar Avenue; 10th and Date Avenue; 10th and Elm Avenue; 10th and Fir Avenue; 10th and Greenwood Avenue; 10th and Hemlock Avenue.

2. Proposed Illumination:

Location Same

Type Same

Remarks

V. STRUCTURE DATA

1. Existing Structure: N/A

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure: N/A

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA N/A

1. Are there any railroad crossings? Yes No

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	City Manager Office
2.	Environmental	City Manager Office
3.	Public Hearing	City Manager Office.

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant State x Consultant

2. Project construction engineering to be performed by:

Applicant________ State x Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No x
If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 215,160.00
Right-of-way costs (if participating)	0.00
Traffic control	2,500.00
Illumination	
Structures	0.00
Railroad	0.00
Other________	0.00
Preliminary engineering	64,548.00
PROJECT TOTAL	$ 282,208.00

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Coos Bay and/or ________ COUNTY

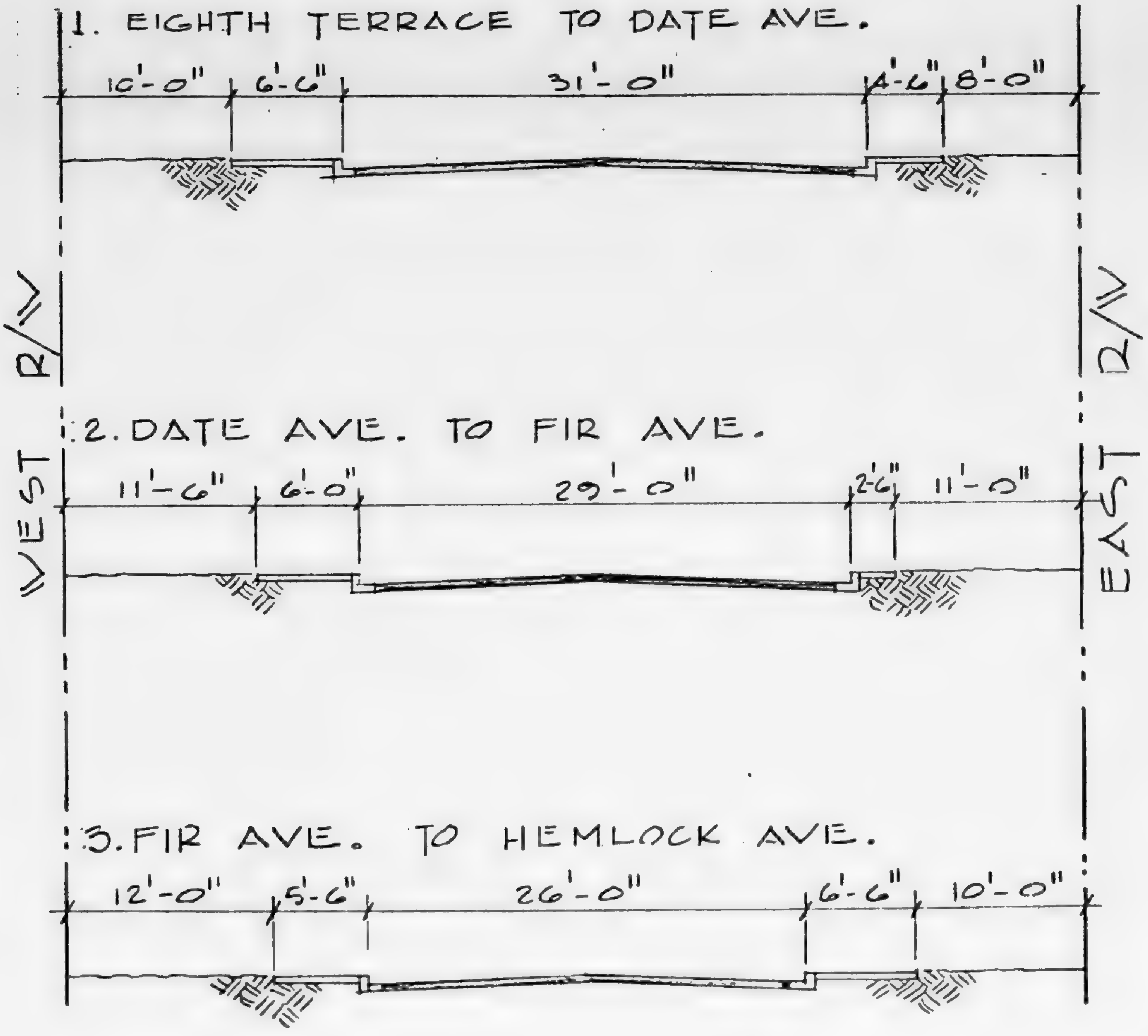
By________ By________

By City Manager By________

By________

EXHIBIT I-1

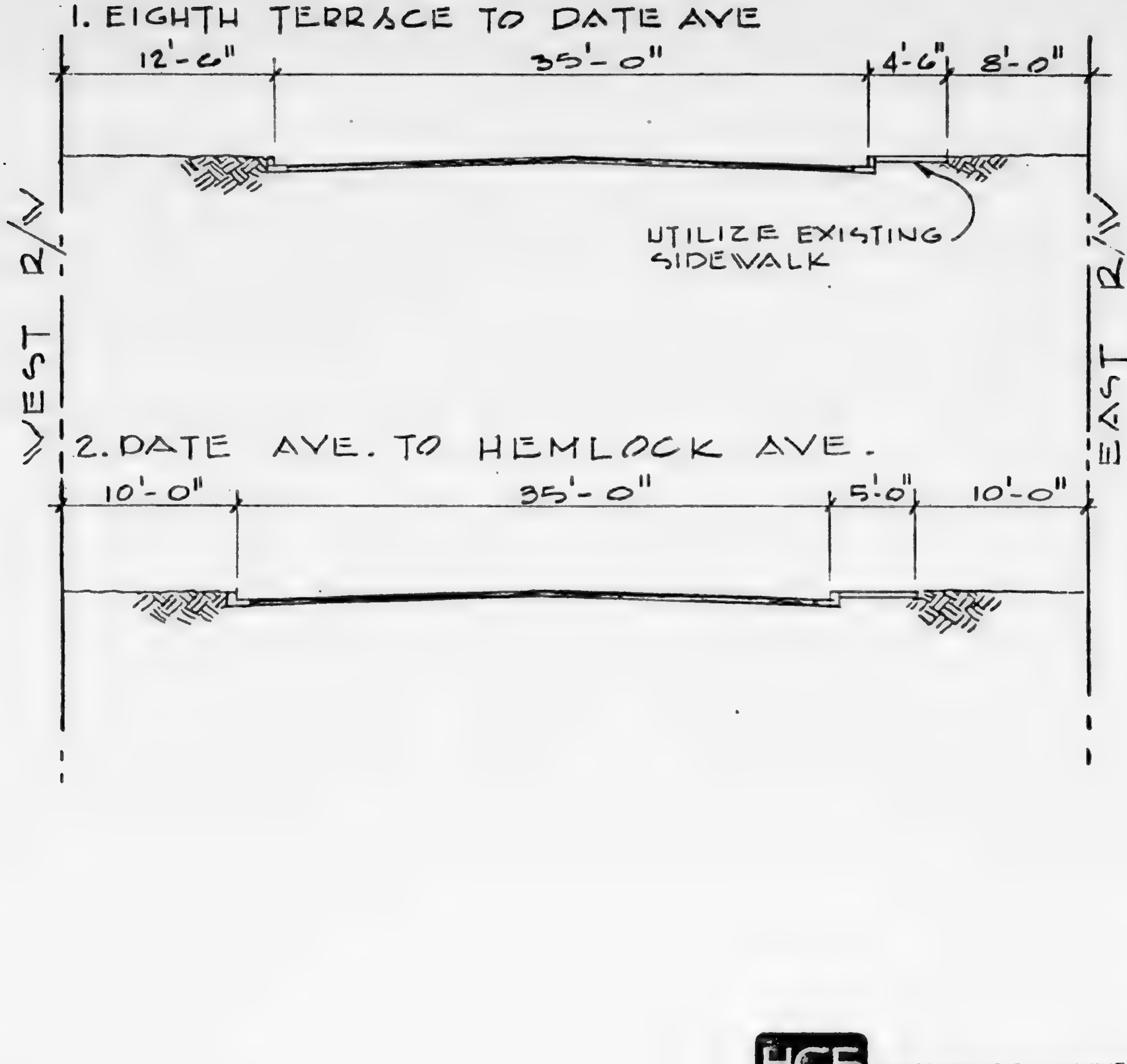
EXISTING ROADWAY
TENTH STREET NORTH


1. EIGHTH TERRACE TO DATE AVE.
10'-0"
6'-6"
31'-0"
4'-6"
8'-0"
2. DATE AVE. TO FIR AVE.
11'-6"
6'-0"
29'-0"
2'-6"
11'-0"
3. FIR AVE. TO HEMLOCK AVE.
12'-0"
5'-6"
26'-0"
6'-6"
10'-0"
WEST R/W
EAST R/W

HGE INC ENGINEERS & PLANNERS
405 N. FIFTH/COOS BAY, OR 97420
19 N.W. 5th/PORTLAND, OR 97209

EXHIBIT I-2

PROPOSED ROADWAY
TENTH STREET NORTH


1. EIGHTH TERRACE TO DATE AVE
12'-6"
35'-0"
4'-6"
8'-0"
UTILIZE EXISTING SIDEWALK
WEST R/W
EAST R/W
2. DATE AVE. TO HEMLOCK AVE.
10'-0"
35'-0"
5'-0"
10'-0"

HGE INC
ENGINEERS & PLANNERS
405 N FIFTH/COOS BAY, OR 97420
19 N.W. 5th/PORTLAND, OR 97209

Preliminary Cost Estimate
Tenth Street North Reconstruction

September 5, 1977

Estimate Based upon Construction Within One year

1)	Excavation 2300 cu. yds. @ $12.50/cu. yd.	$ 28,750
2)	Subgrade Preparation 78,750 sq. ft. @ $0.22/sq. ft.	$ 17,325
3)	Base Rock (1-1/2"-0) 3000 cu. yds. @ $12.00/cu. yd.	$ 36,000
4)	Leveling Rock (3/4"-0) 750 cu. yds. @ $15.00/cu. yd.	$ 11,250
5)	A.C. Pavement 2400 tons @ $25.00/ton	$ 60,000
6)	Sidewalks 5550 sq. ft. @ $2.00/sq. ft.	$ 11,100
7)	Curb and Gutter 4500 l.f. @ $4.00/l.f.	$ 22,500
8)	Catch Basins 17 ea. @ $275/ea.	$ 4,675
9)	Adjust Manholes 20 ea. @ $200/ea.	$ 4,000
	Sub Total	$ 195,600
	Construction Contingencies	$ 19,560
	Construction Total	$ 215,160
	Engineering, Inspection and Legal	$ 64,548
	Sub Total	$ 279,708
	Traffic Control	$ 2,500
	Total	$ 282,208

1980 Newmark Ave.-Ocean Blvd. 9137
Sec. of Wallace St. in Coos Bay.
(Gr. & pav.)

C&A 6985 3-24-80
C&A 6729 9-26-78

Form 734-119' (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-21-81	CC 81-79	

CREDIT DISTRIBUTION

306-1947-295	$ 656.59
306-1067-295	6,798.78

BILL TO: Code:

City of Coos Bay
City Hall
Coos Bay, Oregon 97420
Attn: Joe Schwarm, Public Works Director

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement: Federal Aid Urban Project M-2741(1)(2) Newmark Ave.-Ocean Blvd. Wallace Street Coos County Agreement No. 6729 and 6985 Contract No. 9137			
TOTAL COST			$123,261.03
Less Federal Funds			108,394.29
Less State Share			7,411.37
City Share			7,455.37
Advance Deposit			8,525.00
REFUND DUE CITY			$ 1,069.63
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$ 8,525.00
Advance Deposit Previously Transferred to Highway Fund	$ 6,075.00
Balance	$ 2,450.00
Transfer to Highway Fund	$ 1,380.37
Refund Due	$ 1,069.63
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1919, CC 2054

Amount Due . . . . . $

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved:
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 12-21-81

CITY COOS BAY **Contract No.** 9137 **Date Completed** 9-5-80

PROJECT # M-2741(1)(2) **Section** Newmark Ave.-Ocean Blvd., Wallace St.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 9,043.38
Payment to Contractor		103,481.02
Interest Paid Contractor		29.84
SFO #2 Furnish and Install Traffic Markers		113.82
SFO #3 Furnish and Install Traffic Buttons		154.52
Construction Engineering		10,291.32
Project Management		68.51
E.E.O. Monitoring		78.62
TOTAL COST		$123,261.03
Less Federal Funds		108,394.29
BALANCE		$ 14,866.74
Less Non-Participating Costs:		
Preliminary Engineering	$14.16	
Interest Paid Contractor	29.84	
Construction Engineering	46.36	$ 90.36
AMOUNT TO BE SHARED BY STATE AND CITY		$ 14,776.38

STATE SHARE:
50% of ($14,776.38 + $46.36) = $7,411.37

CITY SHARE:
50% of $14,776.38 + ($90.36 - $23.18) = $7,455.37

Reference: Billing Form CC 81-79

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER PERIOD

FROM 4-16-80

TO 2-24-81

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-2741 (2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$114,217.65	$114,141.45	88.18%	$100,649.93	$100,649.93	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE	BY	DATE

REMARKS Oregon 6/23/81 V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Newmark Ave.-Ocean Blvd. (Coos Bay) Section Wallace Street, Coos Bay Coos County					
	Construction Type Code 6201 Roadway (Sta. 10+12 To Sta. 16+45)					
	Final Contract Payment Summary		Lump Sum		$103,481.02	
SFO	#2 Furnish & Install traffic Marker		All Required		113.82	
SFO	#3 Furnish & Install traffic buttons signs & Posts		All Required		154.52	
	Total Participating Construction Costs				$103,749.36	
	Construction Engineering State		All Required		$ 10,313.47	
	Misc. Project Costs Equal Opportunity Program Expense		All Required		78.62	
	Total Participating Costs				$114,141.45	
	Nonparticipating Items Interest on Final Payments		All Required		29.84	
	Construction Engineering		All Required		46.36	
	Total Nonparticipating Items				$ 76.20	
	TOTAL COSTS				$114,217.65	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/18/81					
	AMOUNT CARRIED FORWARD . .					

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

X

☐ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 8-11-79 TO 4-16-80

FEDERAL AID PROJECT NO. M-2741(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$9,031.90	$9,029.22	85.77%	$7,744.36	$7,744.36	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 9/25/80

PASSED FOR PAYMENT
BY V.E. Skoog, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Newmarks Avenue-Ocean Blvd. Coos County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$9,029.22	
	Total Participating Costs				$9,029.22	
	Nonparticipating Items					
	Prelimiaary Engineering-State	All Required			2.68	
	Total Project Costs				$9,031.90	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/31/80.					
	AMOUNT CARRIED FORWARD					

GPO 944 892

```
   306  1945   921      00 P 1                                                          1,3[illegible]
   306  1945   922      00 P 1                                                             21.32
   306  1945   923      00 P 1                                                            153.24
               TOT      P1                                                             20,265.93
             ** JOB TOTALS **                  **                      **              20,265.93  **

001649000006308I CONT NO 0000   FA PROJ NOS M   741001 100                                          STATE
   306  1947   295      00 N 9 Tr. City                                                 1,075.00
   306  1947   296      00 N 9 "   St.                          7.79CR                  8,819.36CR
   306  1947   293      00 N 9 "   Fed.                         7.79                    7,744.36
   306  1947   901      00 P 1 Res. Engr.                                               4,627.36
   306  1947   901      00 N 1 "                               11.48                       14.16
   306  1947   905      00 P 1 Fin. Des.                                                2,2[illegible].93
   306  1947   910      00 P 1 S&G                                                        546.45
   306  1947   911      00 P 1 SIGNING                                                    141.25
   306  1947   918      00 P 1 Rec & Hwd.                                                 150.79
   306  1947   920      00 P 1 P.M.                                                       104.90
   306  1947   921      00 P 1 Specs.                                                     877.59
   306  1947   922      00 P 1 Adm. Ser.                                                   17.36
   306  1947   923      00 P 1 Env.                                                       337.54
               TOT      P1                                                              9,029.22
               TOT      N1                                       11.48                     14.16
             ** JOB TOTALS **                  **                11.48    **            9,043.38  **

001649000006308I CONT NO        FA PROJ NOS SOS 602001 100                                          STATE
   306  1949   296      00 N 9                                  76.23CR                 2,823.35CR
   306  1949   293      00 N 9                                  76.23                   2,[illegible]3.35
   306  1949   901      00 P 1                                                          2,743.62
   306  1949   901      00 N 1                                  11.48                      11.48
   306  1949   910      00 P 1                                                            131.79




TOTAL TO DATE JOB COST SUMMARY                                                  JUNE 1981          PAGE  778

                                                                                   FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                                   306  1949      911      00 P 1                                    [illegible].40
                                   306  1949      920      00 P 1                                      27.47
                                   306  1949      923      00 P 1                                      32.61
                                                  TOT      P1                                       3,2[illegible].89
                                                  TOT      N1                          11.48           11.48
                                                ** JOB TOTALS **             **        11.48   **   3,214.37  **

   COQUILLE & MYRTLE PT PMS       CONT NO      * FA PROJ NOS PMS 00S096 100                                       STATE
                                   306  1953      296      00 N 9                     920.96CR        920.96CR
                                   306  1953      293      00 N 9                     920.96          920.96
                                   306  1953      901      00 P 1                      23.04CR
                                   306  1953      905      00 P 1                     18[illegible]CR        738.04
                                   306  1953      920      00 P 1                     [illegible]
                                   306  1953      921      00 P 1                     [illegible]             [illegible]
```

```
                                 ** JOB TOTALS **                  **

                                                                                                    STATE
NEWMARK AVE - OCEAN BLVD   CONT NO 9137 * FA PROJ NOS M   741002  85 TQM 741002  15    103,481.02   80   81
                              306     1067      201        00 P 1 Pay Contr.                29.84   81   81
                              306     1067      206        00 N 1 Interest                 113.82   80   80
                              306     1067      270        02 P 1 SFO #2


                                                                        OCTOBER 1981
TOTAL TO DATE JOB COST SUMMARY
                                                                                    FISCAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH  YEAR TO DATE
                                   306    1067      270     03 P 1 SFO #3
                                   306    1067      270     03 P 2  "   "
                                   306    1067      295     00 N 9 Tr. City            7.94CR
                                   306    1067      295     00 N 9  " St.              7.94
                                   306    1067      293     00 N 9  " Fed.
                                   306    1067      900     00 P 1 Const. Engr.
                                   306    1067      900     00 P 2   "     "
                                   306    1067      900     00 N 1   "     "
                                   306    1067      900     00 N 2   "     "
                                   306    1067      900     10 P 1   "     "
                                   306    1067      900     10 P 2
                                   306    1067      900     00 P 1 P.M.
                                   306    1067      900     00 P 2 " "
                                   306    1067      945     00 P 1 Const. Engr.
                                   306    1067      945     00 P 2   "     "
                                   306    1067      955     00 P 1 E.E.O. Monitoring
                                   306    1067      955     00 P 2 " " "       "
                                                    TOT     P1
                                                    TOT     P2
                                                    TOT     N1
                                                    TOT     N2
                                                 ** JOB TOTALS **                **              **

COQUILLE & MYRTLE PT PMS   CONT NO 9156 * FA PROJ NOS PMS 00S096 100
                                   306    1068      201     00 P 1
                                   306    1068      296     00 N 9
                                   306    1068      293     00 N 9
                                   306    1068      900     00 P 1
                                   306    1068      900     00 N 1
                                   306    1068      920     00 P 1
                                   306    1068      940     00 P 1
                                   306    1068      948     00 P 1
                                                    TOT     P1
                                                    TOT     N1
                                                  ** JOB TOTALS **               **              **

[illegible] SEL BEND        CONT NO 8904   FA PROJ NOS M   245001 100
                              309     1013      201        00 P 1
```

9.12.1

STATE COPY

9.32

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-24-81

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 2-20-81	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. M-2741(2)
COMPLETION DATE 9-5-80	ACCEPTANCE DATE BY CONTRACT AGENCY 10-27-80	TIME ELAPSED 80 %	CONTRACT TIME 110 C.D.
APPROVED EXTENSIONS None	LOCATION Newark Ave.-Ocean Blvd. Section of Wallace St. (FAU-2741) in the City of Coos Bay.		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NEWARK AVE.-OCEAN BLVD. SECTION
FAU-2741 (WALLACE STREET)
Grading & Paving

FAU

This project provided for the construction of a 40-foot curb to curb roadway to accommodate two 12-foot wide traffic lanes and 8-foot parking lanes for approximately two city blocks. A contract in the amount of $103,405.00 was awarded Bracelin-Yeager Excavating and Trucking, Inc., Coos Bay, on May 22, 1980. Work began on June 2, 1980 and was completed in reasonably close conformance with the approved plans and specifications on September 5, 1980 at a final cost of $114,175.87 which includes $99,120.92 for original contract items; $10,360.10 for approved changes; $268.34 for State Force Work, and $10,426.51 for construction engineering.

A total of 87 C.D. were used to complete the work as compared to the 110 C.D. Authorized.

RECEIVED
STATE HWY ENGR
FEB 25 '81
REFER TO
Gil. 11
FOR
Info | Inves | R/D | D/R | Sign | Act | File

2-26-81
Copies to
Alfred Shirley
F D Morrison
Robert Church
Don G. Iverson
Don Harwell
D. E. Sevan

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 2-24-81	TITLE Field Operations Engineer — DATE 2-24-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33

Previous Editions of PR 33F Will Not

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Wildish Corvallis Construction Co. No. 9011	Talbot Rd.-Santiam River (Jefferson) Marion County	October 9, 1980
Willamette-Western Corp. No. 8998	Haines Rd.-Molalla River (Canby) Clackamas County	October 13, 1980
Western Bridge, Inc. No. 9126	Ames Creek (Sweet Home) Linn County	October 15, 1980
Peter Kiewit Sons' Co. No. 8959	Lexington-Bombing Range Road & Lexington-Pieper Canyon Road Morrow County	October 17, 1980
Fabricators, Inc. No. 9157	Libby Drive-Tarheel Creek Coos County	October 17, 1980
Hensel Phelps Const. Co. No. 8795	UPRR 2nd St. O'Xing (LaGrande) Union County	October 23, 1980
Hamilton Electric, Inc. No. 8940	Halsey St. @ 223rd Ave. (Fairview) Multnomah County	October 23, 1980
Hamilton Electric, Inc. No. 8837	Pac. Hwy. W. @ McDonald St.(Tigard) Washington County	October 23, 1980
Traffic Marking Spec. No. 9156	Coquille & Myrtle Point Pavement Marking Coos County	October 24, 1980
Hoberg Const., Inc. No. 9128	N. Tigard Intchge.-SW Beef Bend Rd. (Tigard) Washington County	October 27, 1980
Bracelin-Yeager Excav. & Trucking No. 9137	Newmark Ave.-Ocean Blvd. (Coos Bay) Coos County	October 27, 1980
Gervais Const. Co. No. 8817	Silver Falls State Park Marion County	October 30, 1980
C.W. McCallen Const. Co. No. 9124	Ferguson Rd.-Tekampe Rd. Deschutes County	October 30, 1980
Baker Redi-Mix, Inc. No. 9139	UPRR X'ing-LaGrande/Baker Hwy. (Baker) Baker County	October 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats Const. No. 9071	UPRR/Burnt River (Huntington) Br. Baker County	October 30, 1980
Baker Redi-Mix, Inc. No. 9171	Forest Boundary-North Powder River Baker County	October 30, 1980

November 10, 1980

C. T. Keasey
Asst. State Highway Engineer

L.

November 5, 1980

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9137

Gentleman:

On October 30, 1980, we wrote to you concerning release of final payment on Contract No. 9137 awarded to Bracelin-Yeager Excavating and Trucking, Inc., for work on the Newmark Avenue-Ocean Boulevard (Coos Bay) Section of FAU 2741 in Coos County.

Final payment on this contract is $5,265.58 and the total contract amount is $103,481.02. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Bracelin-Yeager Excavating and
Trucking, Inc.
3055 Ocean Boulevard
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
Alfred Shirley

OCT. 12-80

COOS BAY - JOE SCHWARM

He wants Final Costs on Wallace St. so he can finalize assessments.

ROSEBURG - OCT. 13

Mike Hochr[illegible]
Adney Bouker
Jack Ayres
[illegible]
[illegible]

Oak & Washington St. Spring Str. not available [illegible] 1/4 million each. They propose [illegible] way on Diamond Lake Blvd from Oakland Chaley to East City Limits. Estimate is $200,000 - 250,000. They have a new mayor coming and will [illegible] new program of FAU expenditures to him after Jan. 1, 1981.

1-22-81
RELAYED TO JOE SCHWARM

	TOTAL	FA FUND	CITY
P.E.	9,043.38	7744.36	649.51
CONST	112,634.18	99,247.11	6,693.54
			$7,343.05

NARRATIVE REPORT

Newmark Ave. - Ocean Blvd. (Coos Bay)
FAU 2741 (Wallace Street)
Coos County

Contract No. 9137
FAP M-2741(2)

The Contractor began work June 2, 1980 and completed the Project on September 5, 1980. This Project had 110 Calendar Days and 87 Calendar Days were used to complete the Project.

Before Construction work began, the Coos Bay - North Bend Water Board contacted this office and said there would be a major conflict with our proposed 18" Storm Drain. We sent our Crew to the Project and staked the proposed Storm Drain Line. The Water Board sent their Crew out and pot holed their 10" Pressure Water Line. Our Storm Drain crossed their Line several times and was at about the same grade. Their Pressure Line had moved some and was buried in Sand. Under these conditions there was a conflict. We then relocated our Storm Drain to the Southerly side of the Cape Arago Highway which did away with the Waterline conflict. By relocating this Storm Drain Line, we elimnated two Manholes, but we had to install the Storm Drain under several existing paved Driveways. This Pipe under pavement was covered by a Price Agreement.

We also changed the Slope on the Roadbed. The plans called for a Crown Section but we installed the Roadbed on a Shed Roof Section. Both Ocean Blvd. and Newmark Ave. have decending Grades Westerly and the one Curve on the Project Slopes Westerly. We Shed Roofed the Section for the entire length of the Job.

This eliminated one CG-1 Inlet on the left. This Inlet was then used to tie our New Storm System into the existing Storm System.

During Construction, a soft spot developed and we had to subexcavate. The subexcavated material was hauled off the Project. A Perf. Pipe was installed which drained the hole back to the CG-1 Inlet. Quarry run Rock was then dumped into this area and compacted. Sand was placed over this Rock and finished to Subgrade. This work was done under Price Agreement No 2.

After the Street Signing was installed, the Street was opened to Traffic August 7, 1980.

The State Forces Striped the Street and then reflective Pavement Markers were installed.

The Contractor then performed the necessary cleanup work to complete this Project.

No claims are anticipated on this Project.

F.D. Morrison

F.D. Morrison, Res. Engr.
P.O. Box 716
Coquille, Oregon

REFERRED TO
BY FINAL DESIGN ENGINEER

Project: Newmark Ave. - Ocean Blvd. (Coos Bay)
Highway: FAU 2741 (Wallace Street)
County : Coos

Contract No.: 9137
Prefix : 306-1067
F. A. No. : M-2741(2)

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	PERCENT +
	SUMMARY				
	BID ITEMS:		$103,405.00	$ 93,024.92	- 10
	ANTICIPATED ITEMS:		$ 1,750.00	$ 1,000.00	- 43
	CONTINGENCIES:		$ 4,731.98	$ 10,359.75	+ 1.18
	ENGINEERING:		$ 9,463.95	$ 7,415.00	- 22
	TOTAL		$119,350.93	$111,799.67	- 6.3

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

B. I. 5 FLAGMEN HOUR 100 0 - 100
Since the job was of such short length, and the street was closed with Barricades and Signs, and the small number of people living on this street, it was possible to build the Project without the use of Flag Persons.

B. I. 7 DITCH EXCAVATION CU. YD. 14 0 - 100
The existing Ditch was used as an Inlet Ditch to the Type "D" Inlet, thus there was no need for Ditch Excavation.

B. I. 9 TRENCH EXCAVATION CU. YD. 536 377.6 - 30
The North Bend Water Board notified us that our 18" Storm Sewer Line was too close to and in conflict grade-wise with an existing 10" Pressure Water Line on the Northerly shoulder of Newmark Ave. (from Ackerman St. to Wallace St.), and asked us to relocate our 18" Storm Sewer Line. By relocating our Storm Sewer Line we saved approximately 62 feet of 21" Sewer Pipe, plus 2 Manholes and the Trench Excavation under ran because we were able to lay the 18" Storm Sewer closer to the surface under flat ground rather than have to go so deep along the Northerly shoulder of Newmark Ave. to get cover for the Pipe due to the slope of the existing Roadbed.

B. I. 10 WATERING M-GAL. 50 24 - 52
The Surfacing was laid out, processed and then paved soon enough that further Watering was unnecessary.

B. I. 12 3/4"-0 AGGREGATE BASE TON 210 239.10 + 14
Crushed Rock was used to stabilize sandy areas where the Road Approaches were built.

B. I. 13 CLASS "B" A.C. TON 300 362.22 + 21
More A.C. Concrete was used in Road Approaches and in area of sta. 12+50 (as shown in Core Tests taken on Job.-3") than called for.

B. I. 14 12" SEWER PIPE LIN. FT. 204 162 - 21
At station 12+25, the original grade and normal crown (0.02/ft.), but in construction it was decided to elevate the left side higher than centerline and use 0.02/ft. shed roof super with Drainage flowing to the right curb. Thus we did not need the 12" x 36' section of Pipe & Inlet Box shown at this station.

B. I. 17 21" SEWER PIPE LIN. FT. 250 188 -25
The savings in 21" Sewr Pipe is explained under B. I. 9.

Project:	Newmark Ave. - Ocean Blvd. (Coos Bay)	Contract No.	9137
Highway:	FAU 2741 (Wallace Street)	Prefix No.	306-1067
County :	Coos	F. A. No.	M-2741(2)

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	PERCENT±
B. I. 18	CONCRETE MANHOLES	EACH	3	1	-67

The savings in Concrete Manholes was explained partially in B.I. 9, in that we did not have to build the manhole on the Northerly shoulder of Newmark Ave. and ended the 21" Sewer at Inlet right of sta. 10+35. The other manhole Northerly of Newmark Ave. & Ackerman was not needed, as a G-1 Inlet was built on the Southerly side of Newmark and Ackerman to join Wallace Drainage into existing Drainage Pipe there. The G-1 Inlet used here was the one not used on left side of sta. 12+25.

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	PERCENT±
B. I. 26	SETTING MAIL BOX POSTS	EACH	2	0	- 100

The local Residents set their own Mail Box Posts and Boxes before the Contractor got around to making the Permanent installations.

P. A. NO. 1 INSTALL PIPE UNDER PAVEMENT LIN.FT.

This item was due to changing the location of the 18" Sewer Pipe from the Northerly side of Newmark Ave.(where there was no Asphalt Pavement ot dig through) to the Southerly side of Newmark Ave., where we remeasured 235 Ft. of Pipe under existing Asphalt Approaches. This P.A. No. 1 is to pay extra to trench through and replace the Asphalt in these areas.

P. A. NO. 2 EXCAVATE SOFT SPOT, INSTALL PERF. PIPE.

This item was not anticipated and caused by soft spots developing while excavating to slope stake grades. These soft spots were below subgrade, so sub-excavation was required and a 6" Perf. Pipe was laid in the bottom of the sub-excavated Trench to Drain to Inlet Boxes on Project. Ballast Rock was used to stabilize Fill. Sand was used to fill rock voids to the subgrade surface.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

457

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M TQM-2741(2)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80357

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2 - '80
REFER TO
Maclurag
FOR
Info Inv R/D D.R Sign Act File

10-2
orig

DATE PS&E APPROVED
4-16-80

DATE AUTHORIZATION EFFECTIVE
8-13-80

FEDERAL ROUTE NUMBER
FAU-2741

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
Newmark Avenue - Ocean Blvd. (Coos Bay)

GENERAL DESCRIPTION OF WORK:
Furnish and Install Wooden Signs and Posts

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXXXX
XXXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the authorization date of August 13, 1980, as requested in Mr. Keasey's letter of September 16, 1980, as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $300 - Federal Funds $265.

DATE
9-29-80

SIGNATURE OF APPROVING OFFICIAL
G. K.

TITLE
for Divison Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-918

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Newmark Ave. - Ocean Blvd. (Coos Bay)

WEEK ENDING: September 20, 1980

SECTION PREFIX: 306-1067

HIGHWAY: FAU 2741 (Wallace St.)

COUNTY: Coos

NAME OF JOB: Newmark Ave. - Ocean Blvd.(Coos Bay)

KIND OF WORK: Grading & Paving

CONTRACTOR: Bracelin- Yeager Excavating & Trucking

CONTRACT NUMBER: 9137

FEDERAL AID PROJECT NUMBER: M-2741(2)

DATE OF CONTRACT: May 22, 1980

DATE WORK STARTED: June 2, 1980

ESTIMATED COMPLETION DATE: Sept. 5, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 110

WORK DAYS USED:

CALENDAR DAYS USED: 87

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 79

PROJECT AUTHORIZATION: $ 119,350.93

EXCLUSIVE OF ENGINEERING: $ 109,886.98

ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING: $ 104,190.87

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 5 %

ENGINEERING AUTHORIZATION: $ 9,463.95

This Wk. 500.00

ENGINEERING COST TO DATE: $ 5,915.00

PERCENT OF AUTHORIZATION: 63 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: Sept. 5, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.12				
MILES PARTIALLY COMPLETED	0.12				
MILES COMPLETED	0.12				
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1410			300
TOTAL QUANTITIES CORRECTED TO DATE		1427			362
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1427			362
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Fair	1		
MONDAY 15	"	1		
TUESDAY 16	"	1		
WEDNESDAY 17	"	1		
THURSDAY 18	Cloudy	1		
FRIDAY 19	Rain	1		
SATURDAY 20		1		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No work.
15 MONDAY	No work all week.
16 TUESDAY	
17 WEDNESDAY	
18 THURSDAY	
19 FRIDAY	
20 SATURDAY	

REMARKS

Tom Lowe and Jim Gix made the final inspection of project on Thursday afternoon.

Gix took the semi-final to Roseburg on Thurs.

Last report.

SIGNED F. D. Morrison LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9137

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
6-138 & 6-186

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

6680

ate: Oregon
County: Coos
Project No.: M-TQM-2741(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Wallace St. (Coos Bay)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-16-80	0.120

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
116,592.00 (W32) $ 1,000.00 (124)	102,776.00 (W32) $ 880.00 (124)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By *(Division Administrator)*

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

6 - File

Oregon State Highway Division
Salem, Oregon, May 23, 1980

Federal Aid Project
No.M-TQM-2741 (2)

Newmark Ave. - Ocean Blvd. (Coos Bay) Sect.
Wallace Street, Coos Bay
Coos County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 10+12 to Sta. 16+45)

Mobilization	All Required		$3,500.00
Temporary Protection and Direction of Traffic	All Required		4,300.00
Temporary Signs	270 Sq.Ft.	7.00	1,890.00
Temporary Barricades	8 Each	120.00	960.00
Flagmen	100 Hour	24.00	2,400.00
Removal of Structures and Obstructions	All Required		2,100.00
Ditch Excavation	21 Cu.Yd.	14.00	294.00
General Excavation	All Required		11,000.00
Trench Excavation	536 Cu.Yd	16.00	8,576.00
Watering	50 M-Gal	18.00	900.00
Coarse Aggregate Base	1,200 Ton	10.00	12,000.00
3/4"-0 Aggregate Base	210 Ton	10.00	2,100.00
Class "B" Asphalt Concrete	300 Ton	36.00	10,800.00
12-inch Sewer Pipe	204 Lin.Ft.	16.00	3,264.00
15-inch Sewer Pipe	70 Lin.Ft.	21.00	1,470.00
18-inch Sewer Pipe	610 Lin.Ft.	25.00	15,250.00
21-inch Sewer Pipe	250 Lin.Ft.	31.00	7,750.00
Concrete Manholes	3 Each	1,450.00	4,350.00
Concrete Inlets, Type CG-1	4 Each	350.00	1,400.00
Concrete Inlets, Type D	1 Each	440.00	440.00
Concrete Walks	30 Sq.Yd.	10.70	321.00
Concrete Curbs	1,300 Lin.Ft.	4.75	6,175.00
Extra for Asphalt Approaches	7 Each	185.00	1,295.00
Paved Culvert End Slopes	27 Sq.Ft.	10.00	270.00
Adjusting Manholes	1 Each	300.00	300.00
	Total		$103,105.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 500.00
	Subtotal		$103,605.00
	Engineering		13,987.00
	Total		$117,592.00

Length of Roadway - - - - - 0.120 mi.
Cost of Roadway Per Mile $979,933.33

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$500.00
Traffic Marker Buttons	All Required	700.00

Summary of Funds (88.15%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway Code W32	$116,592	$102,776	$6,908	$6,908
Roadway Code 124	1,000	880	60	60
Total	$117,592	$103,656	$6,968	$6,968

Group 1 99%; Group 2 1%
Contract No. 9137
Prefix 306-1947
Prefix 306-1067

Newmark Ave. - Ocean Blvd.
(Nonparticipating - Statework)

Furnish Mailbox Posts	All Required		$ 50.00
Setting Mailbox Posts	2 Each	$150.00	300.00

9137

May 9, 1980

COW 4

City of Coos Bay
City Hall
Coos Bay, Oregon 97420

Attn: Joe Schwarm
Public Works Director

Gentlemen:

On May 8, 1980 a satisfactory bid was received from Braslan, Yeager and Trucking, Inc., 3055 Ocean Blvd., Coos Bay, Oregon 97420 for construction on the Newmark Avenue-Ocean Blvd. Section, FAU 2741. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$103,405.00
Permanent Signing	$ 500.00
Permanent Pavement Striping	500.00
Furnish Mail Box Posts	50.00
Traffic Marker Buttons	700.00
4 1/2% Contingencies	4,731.98
9% Engineering	9,463.95
ESTIMATED TOTAL COST	$119,350.93

City's Advance Deposit:
6% of $119,350.93 = $7,161.06 or say $7,100.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 30, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FFH:pf

bcc w/AD # 771: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 771
when check is received.

5-22-80
Rec. AD.
Contract Awarded
notified J. Ayres
JJ

H N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Coquille, Oregon
May 6, 1980

FROM: F.D. Morrison
Box 716
Coquille, Oregon

SUBJECT: Authority for Survey
Newmark Ave. - Ocean Blvd.
Prefix 306-1947

TO:
Alfred Shirley
Region Engineer
Roseburg, Oregon

Attached is an Authority for Survey for additional funds to cover the actual costs incurred on the above mentioned project.

No particular problems encountered on this survey except location and tying in of the storm sewers for several blocks off the project. This project is only two city blocks long.

It apears that a request for an additional $3,250 for the field engineering should be sufficient.

Yours truly,

F.D. Morrison
F.D. Morrison

cc: Location

5-12-80
Original to Terpin
V

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
H
MAY 9 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

OREGON STATE HIGHWAY DEPARTM

AUTHORITY FOR SURVEY

tion Newmark Ave. - Ocean Blvd

Date May 6, 1980

Highway Wallace Street (FAU 2741)

Authorization No. 2

County Coos

Survey Prefix 306-1947 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Ocean Blvd. to Cape Arago Highway on Wallce Street

0.12 Mile

Purpose of survey: Prepare Plans, Specifications & Estimates for Widening and Improving Wallace Street to a 40 foot curbed section.

Estimate of cost:

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$
Previous authorization	2,000.00
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

F.D. Morrison
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Construction Engineer

Approved:

State Highway Engineer

State Printing 97006

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQM-2741(2)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM NO.

ITEM NO. 80357

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 30 '80
REFER TO Mackring
FOR
Info Inves [illegible]

4/30
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4/16/80	4/16/80	FAU 2741	City Street

GENERAL LOCATION:

Newmark Avenue - Ocean Blvd. (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:

Grade, Drain, High Type Pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent pavement striping S.F. $500

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 4/14/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $116,764 Federal funds $102,926.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/16/80	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-455

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 10, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Rev. Project Data Submission
Item No. 80357
Project No. M-TQM-2741(2)
Newmark Ave. - Ocean Blvd. (Coos Bay) Sec.
Coos County

Attached support data consists of PR-1 forms and project maps for the subject joint funded project.

It is the Oregon State Highway Division's present intentions to receive bids for this project on May 8, 1980.

This project is joint funded to utilize Transition Quarter Funds allotted to Urban Areas and are subject to lapse on September 30, 1980.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

JLG:bke
Attachments

cc: A. Shirley, Region 3
Gary Zehner w/att

N H

Form 734-3122

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	3-11-80 4-10-80 REV.

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) City Street, Wallace Street (Coos Bay) 21 65	ADT	PRESENT N/A

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High Type Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (7

CARD 4	CLASS OF FEDERAL FUNDS Urban System & Transition Quarter FY '76
	NAME OF URBAN AREA Coos Bay 17-31

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66
5					PE				
5					ROW		"Newmark Avenue-Ocean Blvd. (Coos Bay) Section"		
5					CONST (CODE) 6201		"M" "TQM"	* 0.10 0.02	100,140 17,360

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.12	117,500
1	14	PROGRAM APPROVAL DATES 8-3-78 10-4-79			(16) (23

*Miles based on percentage

3061947

NEWMARK AVE.-OCEAN BLVD. (CO
PROJECT NO. M-TQM-2741(2)

Project Data: Work under th
high-type pave a 4
12-foot travel lanes wi
cidental work common to
as required.

Accommodation of Utilities:
paragraph 6d(1) of PPM

Maintenance: A State-City A
Title 23 USC is being p

Note: 1) This project is i
2) Included in 9/79

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

3-11-80
4-10-80 REV.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces) City Street, Wallace Street (Coos Bay) 65	ADT	PRESENT N/A (66)	FUTURE 1,000 (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W32 124 (4) (9)	ITEM NO. 80357 (14) (18)

ORK (35 typewriter Type Pave 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M-TQM- 14 23	NUMBER 2741(2) 7	SEQ. NO. 13	I Projects Only POST MI. DESIG. (24) (26) 27

Urban System & Transition Quarter FY '76

Coos Bay

COUNTY NAME Coos	CODE 011 (14) (16)			PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. U	FEDERAL-AID 2741 (32)	STATE City St. (36)	U.S. (37) (41)	

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E								
OW		"Newmark Avenue-Ocean Blvd. (Coos Bay) Section"						ROW-60' minimum; Access Control-None; Parking Restrictions-none.
ONST ODE) 01			*					
		"M"	0.10	100,140	88,200	5,970	5,970 (City)	
		"TQM"	0.02	17,360	15,300	1,030	1,030 (City)	
JLG		PROJECT TOTALS	0.12	117,500	103,500	7,000	7,000 (City)	
				(16) (23)	(24) (33)			

ROVAL DATES
8-3-78
10-4-79

REMARKS
Additional Data: Item No. 80357;
Project No. M-2741(1).

*Miles based on percentage split in accordance with total estimated cost.

(over)

USCOMM DUSCOMM-DC 48905-P61

NEWMARK AVE.-OCEAN BLVD. (COOS BAY) SECTION
PROJECT NO. M-TQM-2741(2)

Project Data: Work under this project consists of grade, drain and high-type pave a 40-foot curbed roadway to accommodate two 12-foot travel lanes with 8-foot parking lanes each side and incidental work common to this type of project. Adjust utilities as required.

Accommodation of Utilities: A State-City Agreement complying with paragraph 6d(1) of PPM 30-4.1 is being prepared.

Maintenance: A State-City Agreement complying with Section 116, Title 23 USC is being prepared.

Note: 1) This project is in Congressional District No. 4.
2) Included in 9/79 preliminary FY '80 6 Yr. HIP on pg. 109.

Coos Bay

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 24, 1980

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring
Assistant State Highway Engineer

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening April 24, 1980

Federal-aid Project No. M-2741(2)   Highway No. 706 City

3d

Federal-aid Project Name Newmark Ave.-Ocean Blvd.(Coos Bay)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

☒ No additional right of way was acquired. Construction can be accomplished within the existing right of way.

☐ Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

☐ There are no individuals or families to be displaced from residential improvements.

☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

REFERRED TO
Beard ✓ Staudenmeyer
Cole Sample
Eriksen Watson
Dern Lau
Hager
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Rod He

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

March 24, 1980

City of Coos Bay
City Hall
Coos Bay, OR 97420

AGR 4

Attention: Irving Johnson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6185

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Newmark Avenue-Ocean Boulevard Section of Wallace Street in the City of Coos Bay.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc   on Harwell (agree. att.)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 26, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Urban System Project

The City of Coos Bay is requesting a $127,000 Right-of-way and construction project to widen and improve Wallace Street between Newmark Avenue and Ocean Boulevard. The preliminary engineering phase of the project was approved by the Transportation Commission on June 20, 1978. State will perform construction engineering. The location of the proposed project is indicated on the attached sketch map. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share
Coos Bay	Newmark Avenue-Ocean Boulevard, Wallace Street, FAU 2741	$127,000	$111,760	$7,620

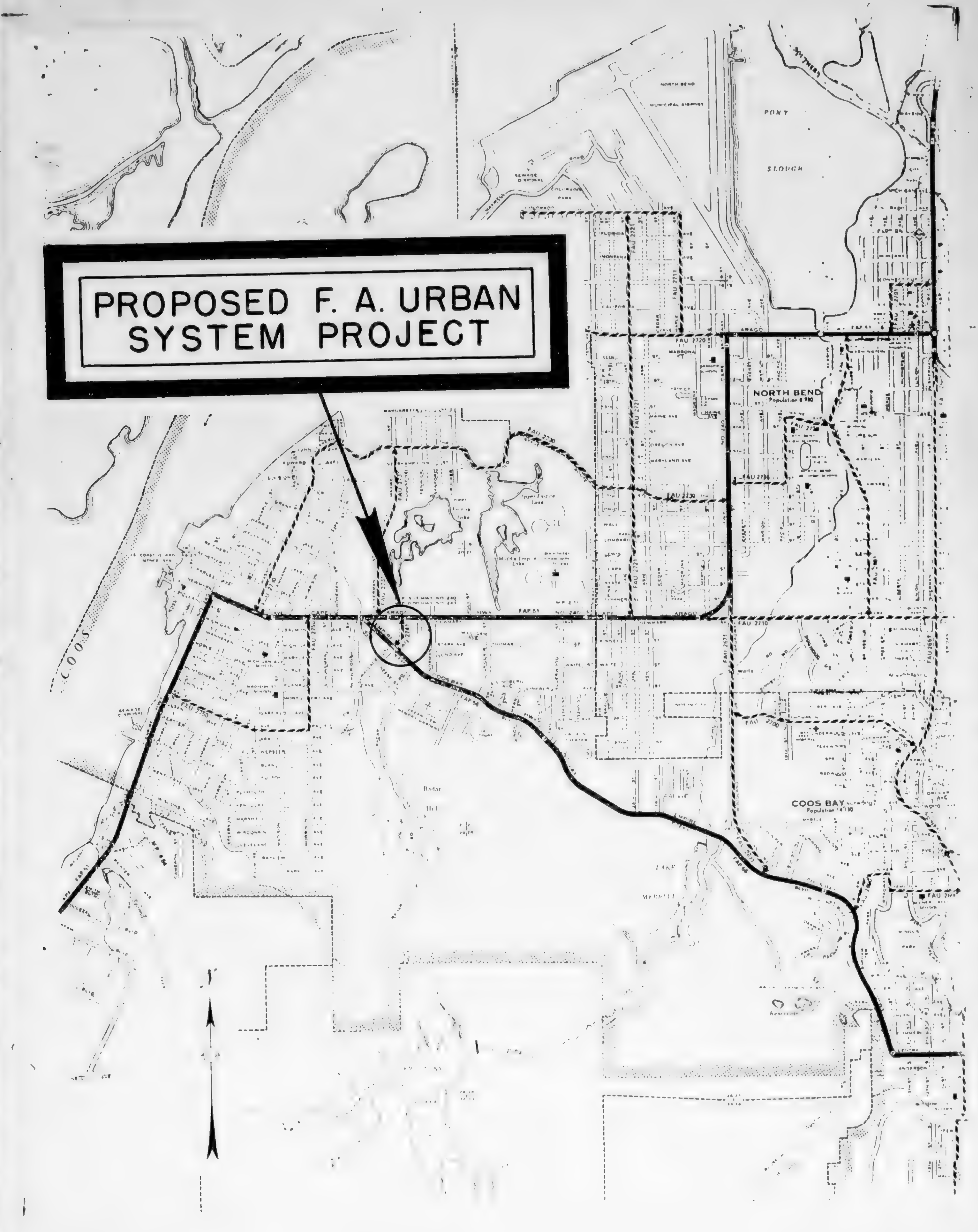
Region 3 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
H. S. Coulter
State Highway Engineer

Date 10/29/79

GEZ:pf
Attachment



PROPOSED F. A. URBAN SYSTEM PROJECT

NORTH BEND MUNICIPAL AIRPORT
PONY SLOUGH
NORTH BEND
COOS BAY
COOS
ARAGO
FAU 2720
FAU 2721
FAU 2730
FAU 2710
FAU 2700
FAU 2750
FAP 51
FAP 56
Radar Hill
LAKE MARRITT
ANDERSON

STATE OF OREGON

INTEROFFICE MEMO

CON 21-9

TO: H. S. Coulter
State Highway Engineer

DATE: October 12, 1979

FROM: for Gary E. Zehner
D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Urban System Project

The City of Coos Bay is requesting a $127,000 Right-of-Way and Construction project to widen and improve Wallace Street between Newmark Avenue and Ocean Boulevard. The preliminary engineering phase of the project was approved by the Transportation Commission on June 20, 1978. State will perform construction engineering. The location of the proposed project is indicated on the attached sketch map. In summary:

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Coos Bay	Newmark Avenue-Ocean Boulevard, Wallace Street, FAU 2741	$127,000	$111,760	$7,620

Region 3 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

Approved by:

Asst. State Highway Engineer

Date 10-12-79

GEZ:fkc
Attachments

STATE OF OREGON

INTEROFFICE MEMO CON 21-9

DATE: October 12, 1979

TO: H. S. Coulter
State Highway Engineer

FROM: for Gary E. Zehner D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Urban System Project

The City of Coos Bay is requesting a $127,000 Right-of-Way and Construction project to widen and improve Wallace Street between Newmark Avenue and Ocean Boulevard. The preliminary engineering phase of the project was approved by the Transportation Commission on June 20, 1978. State will perform construction engineering. The location of the proposed project is indicated on the attached sketch map. In summary:

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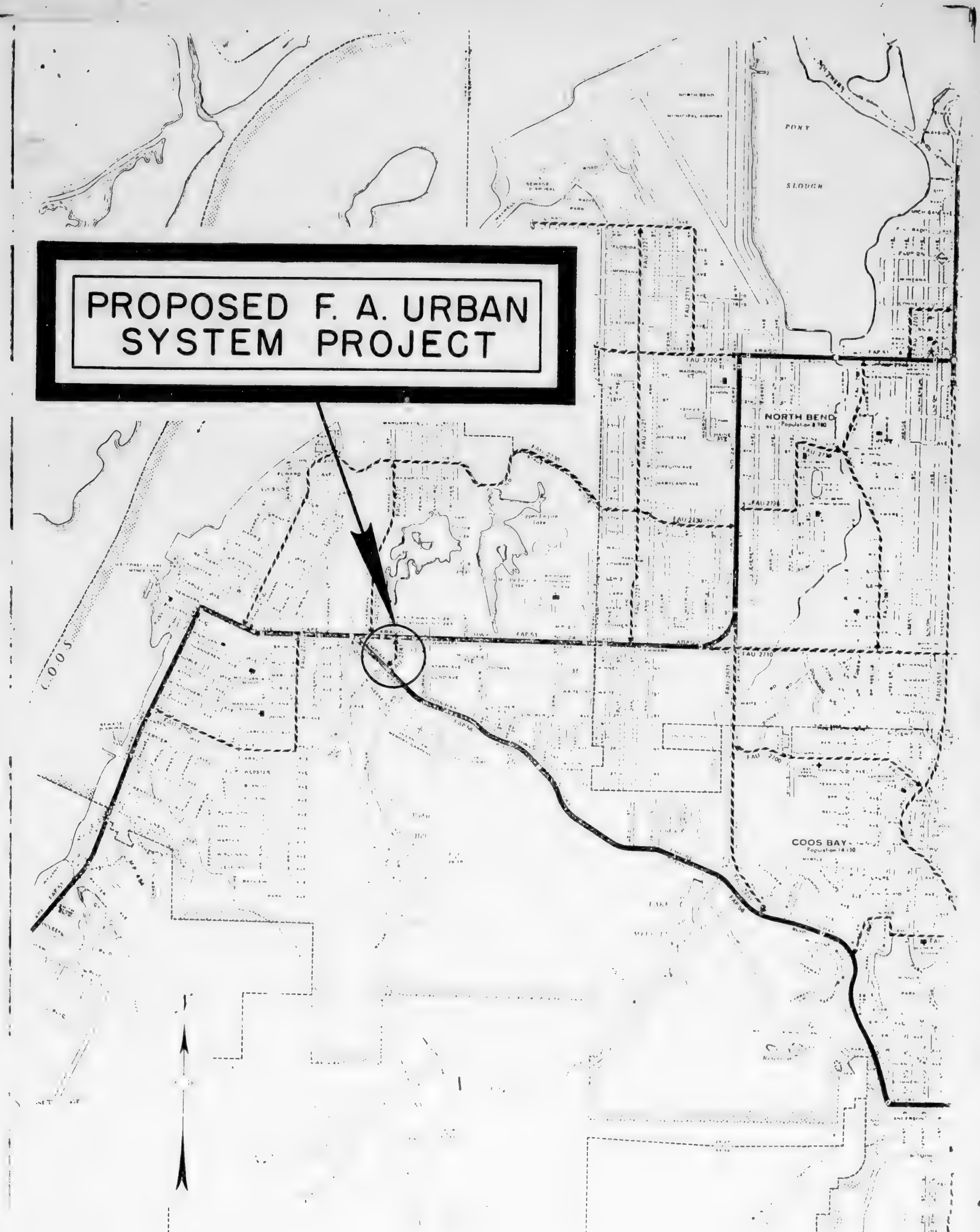
Region 3 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

Approved by:

Asst. State Highway Engineer

Date 10-12-79

GEZ:fkc
Attachments



PROPOSED F. A. URBAN SYSTEM PROJECT

PONY
SLOUGH
NORTH BEND
Population 8,980
COOS BAY
Population 14,130
COOS
FAU 2720
FAU 2710
FAU 2700
FAU 2730
FAP 51
FAP 56

ENVIRONMENTAL REVIEW CHECKLIST

Apr 24, ~~Mar. 27~~, 1980 Bid Letting ____________ All Clear Deadline

ALL CLEAR 3/20/80
Donald L Rout

SECTION Newmark Ave.-Ocean Blvd. (Coos Bay)
Highway City Street Region 3
County Coos Funds FAUS Comb
Type of Work G-P
State____ Consultant ____ Plans Avail.___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	/				
Negative Declaration	/				
Project Assessment					X
Write-off Letter	/				
PERMITS:					
Division of State Lands					
D.O.G.M.I.	/				
Corps of Engineers	/				
Coast Guard	/				
Co. Conditional Use	/				
NPS Air Pollution					
NPS Water Pollution					
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	/				
NOISE:					
Noise Study		/			

.1127

Section Newmark Ave. - Ocean Blvd. Programm Estimate $ 117,000

Highway FAU 2741 (Wallace St.) Project Length 0.12 miles

County Coos 3-14-80 Completion Time 110 Calendar days

Kind of Work Grading and Paving Est. Comp. Date 8-15-80

Prefix 306-1947-921 Letting Date April 24, 1980 Project No. M-2741 (2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 102,526.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500 –	
Permanent Pavement Striping	500 –	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 1,750
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts	50 –	
Adjust Utilities:		
Traffic Marker Buttons	700	
Subtotal		$ 104,276.00
Contingencies (4-1/2%)		4,692.42
Engineering (8, [✓ 9], 10%)		9,384.84
Subtotal		$ 118,353.26
Credit for		
Estimated Net Authorization, Construction		$ 118,353.26

APPROVED

NOTED
D. O. Christensen

REC'D 3-14-80
OK

J H Clensteg
Road Design Engineer

REGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 1/21/80

Section Newmark Ave. - Ocean Blvd. (Coos Bay)
County Coos
Kind Of Work Grading and Paving
Length 0.12
Name Bill Bergstedt

1-2[illegible]-80 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(6%)	5,500
	Temporary Protection and Direction of Traffic		All	All	—	1,500 ~~2,100~~
	Temporary Signs		Sq. Ft.	270 ~~282~~	6 –	1620 – ~~1692~~ –
	Temporary Barricades		Each	8 ~~6~~	115 –	[illegible] ~~690~~
	Temporary Plastic Safety Markers		Each	4	80 –	320 –
	Flagmen		Hour	100	21 00	2,100 –
	Roadwork					
	Removal of Structures and Obstructions		All	All	—	2000 00
	Ditch Excavation		Cu. Yd.	21	10 00	210 00
	General Excavation		All ~~Cu. Yd.~~	All ~~[illegible]~~	~~6 00~~	5,200 00
	Trench Excavation		Cu. Yd.	536	10 00	5,360 –
	Watering		M-Gal	50	15 00	750 00
	Coarse Aggregate Base		Ton	1200	12 00	14,400 –
	3/4"-0 Aggregate Base		Ton	210	13 00	2,730 00
	Class "B" Asphalt Concrete		Ton	300	40 00 ~~35 00~~	12,000 ~~10,500~~
	12-inch Sewer Pipe		Lin. Ft.	204	18 00	3,672 00
	15-inch Sewer Pipe		Lin. Ft.	70	22 00	1,540 00
	18-inch Sewer Pipe		Lin. Ft.	610	26 00	15,860 –
	21-inch Sewer Pipe		Lin. Ft.	250	33 00	8,250
	Concrete Manholes		Each	3	1500 00	4,[illegible]
	Concrete Inlets, Type CG-1		Each	4	450 00	1,[illegible]
	Concrete Inlets, Type D		[illegible]	1	[illegible] 00	

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date 1/21/80

Section Newmark Ave. - Ocean Blvd Coos Bay

County Coos

Kind Of Work Grading + Paving

Length 0.72

Name Bill Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Walks		Sq. Yd.	30	14^{00}	420^{00}
	Concrete Curbs		Lin. Ft.	1300	7^{00}	$9{,}100^{00}$
	Extra for Asphalt Approaches		Each	~~6~~ 7	200^{00}	$1{,}400^{00}$
	Paved Culvert End Slopes		Sq. Ft.	27	12^{00}	324^{00}
	Adjusting Manholes		Each	1	200^{00}	200^{00}
	Setting Mail Box Posts		Each	2	75^{00}	150^{00}

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

March 11, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80357
Project No. M-2741(2)
Newmark Ave. - Ocean Blvd. (Coos Bay) Sec.
Coos County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intentions to receive bids for this project on April 24, 1980.

JLG:bke
Attachments

cc: A. Shirley, Region 3
Gary Zehner w/att

H

Form 734 3122

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

3-11-80

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City Street, Wallace Street (Coos Bay) 21 65	**ADT**	PRESE N/

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., High Type Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA

CARD	CLASS OF FEDERAL FUNDS Urban System
	NAME OF URBAN AREA 17-31 Coos Bay

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59)
5					**PE**		"Newmark Avenue- Ocean Blvd. (Coos Bay) Section"		
5					**ROW**				
5					**CONST** (CODE) 6201			0.12	117,500

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.12	117,500
1	14	PROGRAM APPROVAL DATES 8-3-78 10-4-79			(16)

3061947

NEWMARK AVE.-OCEAN BLVD. (COOS
PROJECT NO. M-2741(2)

Project Data: Work under this
high-type pave a 40-f
12-foot travel lanes with
cidental work common to th
as required.

Accommodation of Utilities: A
paragraph 6d(1) of PPM 30-

Maintenance: A State-City Agre
Title 23 USC is being prep

Note: 1) This project is in C
2) Included in 9/79 pre

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

3-11-80

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CT LOCATION *(45 typewriter spaces)* City Street, Wallace Street (Coos Bay) 65	ADT	PRESENT N/A	FUTURE 1,000 (66) (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W32 (4) (9)	ITEM NO. 80357 (14) (18)

ORK *(35 typewriter* Type Pave 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) M- 14 23	NUMBER 2741(2) 7 13	SEQ. NO. (24) (26)	I Projects Only POST MI. DESIG. 27

Urban System

Coos Bay

COUNTY NAME Coos	CODE 011 (14) (16)	PROGRAM STAGE ☐ 1 OR ☐ 2	
ROUTE NO. U	FEDERAL - AID 2741 (32)	STATE City St. (36) (37)	U.S. (41)

ORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
46	53		(54) (58)	(59) (66)	(67) (76)			
E								
DW								
NST ODE) 01		"Newmark Avenue-Ocean Blvd. (Coos Bay) Section"	0.12	117,500	103,500	7,000	7,000 (City)	ROW-60' minimum; Access Control-None; Parking Restrictions-none.
JLG		PROJECT TOTALS	0.12	117,500	103,500	7,000	7,000 (City)	
			(16)	(23) (24)	(33)			

ROVAL DATES
8-3-78
10-4-79

REMARKS
Additional Data: Item No. 80357;
Project No. M-2741(1).

(over)

USCOMM DUSCOMM-DC 48905-P61

NEWMARK AVE.-OCEAN BLVD. (COOS BAY) SECTION
PROJECT NO. M-2741(2)

Project Data: Work under this project consists of grade, drain and high-type pave a 40-foot curbed roadway to accommodate two 12-foot travel lanes with 8-foot parking lanes each side and incidental work common to this type of project. Adjust utilities as required.

Accommodation of Utilities: A State-City Agreement complying with paragraph 6d(1) of PPM 30-4.1 is being prepared.

Maintenance: A State-City Agreement complying with Section 116, Title 23 USC is being prepared.

Note: 1) This project is in Congressional District No. 4.
2) Included in 9/79 preliminary FY '80 6 Yr. HIP on pg. 109.

7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

Mr. Joe Schwarm
Director of Public Works
City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97420

February 19, 1980

In Reply Refer to
File No.: PRO 6

Dear Joe:

This will acknowledge receipt of the following:

1. Three signed copies of Construction - Finance Agreement No. 6985 for the proposed Newmark Avenue - Ocean Boulevard Section of Wallace Street.
2. One copy of City Resolution No. 80-5 authorizing execution of aforementioned agreement.
3. One copy of City approved plans for aforementioned project.

By copy of this letter I am forwarding these documents to our Project Management Section in Salem for further processing.

A fully executed copy of the agreement will be returned to you for your files.

Our Design Section in Salem will do their utmost to minimize any access problems which you refer to in your letter. Safety is of prime concern to the Highway Division also.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

[illegible] MANAGEMENT BRANCH
STE ☐
PRE ☑
FM FA LG.

ja/cp

cc: D.H. Moehring
J.H. Versteeg
B. Brown
F. Morrison

Form 734-3122

9137

INDEX OF SHEETS	
SHEET NO	DESCRIPTION
1	Title Sheet
2	Details & Summary
3	Plan & Profile

2-13-80

Temp Protection & Direction Of Traffic
To Be Written In Specs.

STAT

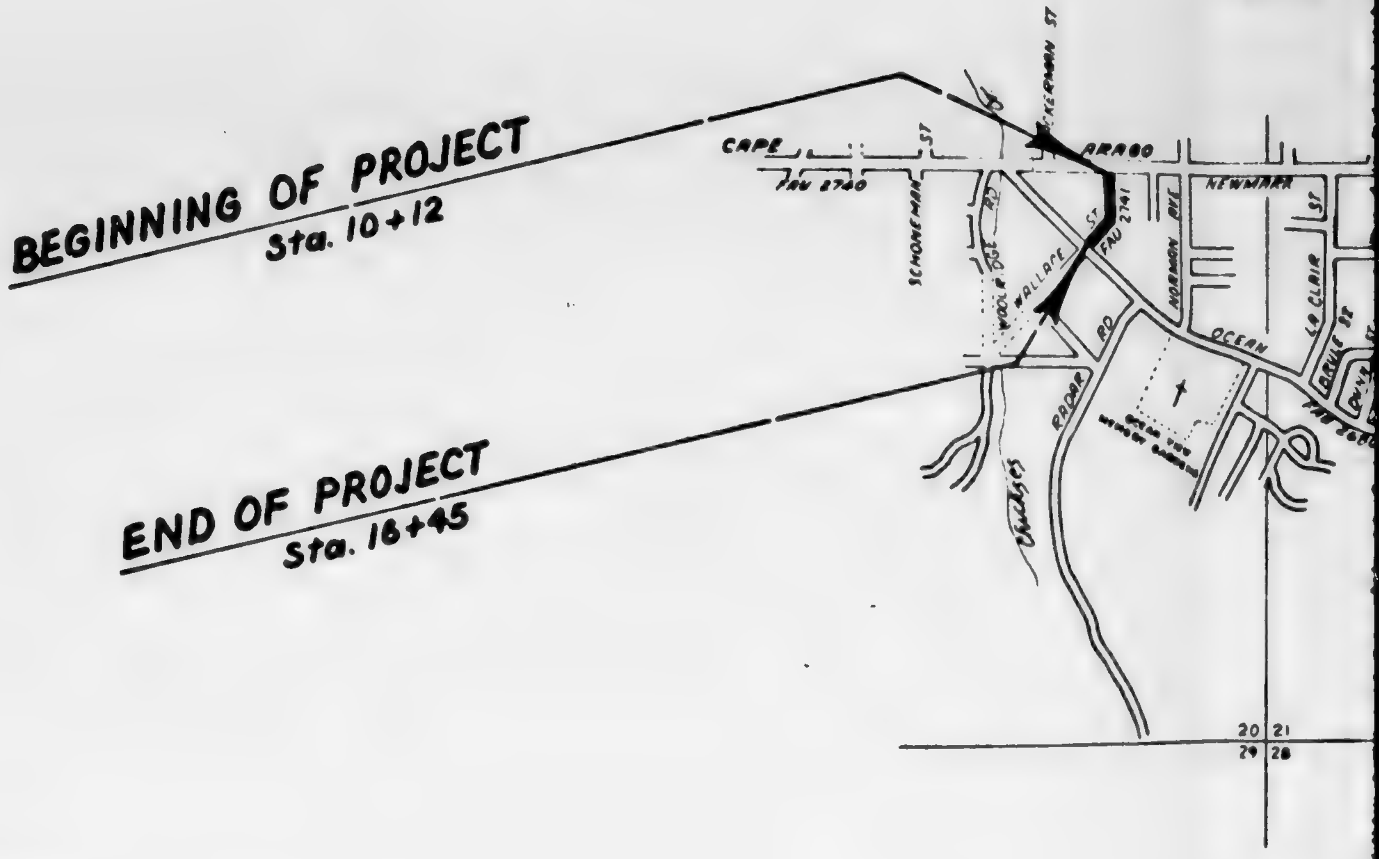
DEPARTMENT

STATE H

PLANS

NEWMARK AVE. – O

FAU 2


BEGINNING OF PROJECT
Sta. 10+12
END OF PROJECT
Sta. 18+45
CAPE
ARAGO
FAU 2740
SCHONEMAN ST
ACKERMAN ST
WOOLRIDGE RD
WALLACE ST
FAU 2741
NORMAN AVE
NEWMARK
ST
LA CLAIR
BRULE ST
OCEAN
RADAR RD
Sloughs
20
21
29
28

T.25S, R.13W.

APPROVED
CITY OF Coos Bay
BY MAYOR Donald E. Poage, M.D.
BY RECORDER
DATE 2/12/80

NEWMARK AVE.~OCEAN BLVD (COOS BAY) SEC. FAU 2741 (WALLACE ST.) COOS COUNTY				SHEET No. 1
ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

TATE OF OREGON

ENT OF TRANSPORTATION

E HIGHWAY DIVISION

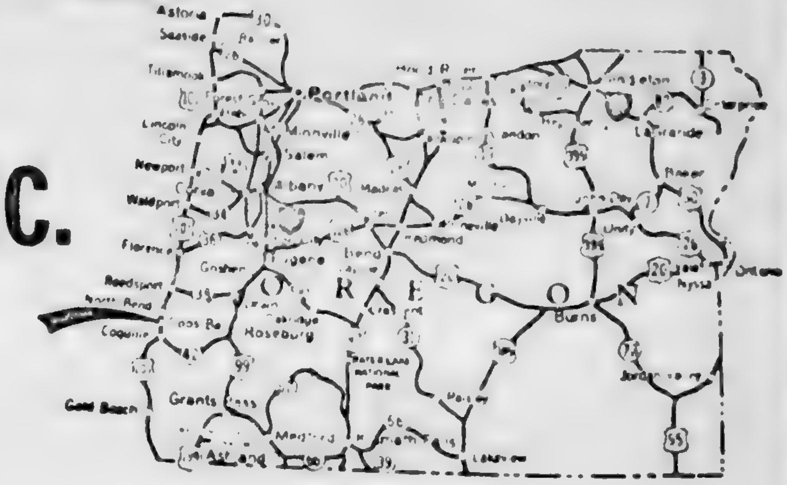
PLANS FOR PROPOSED PROJECT

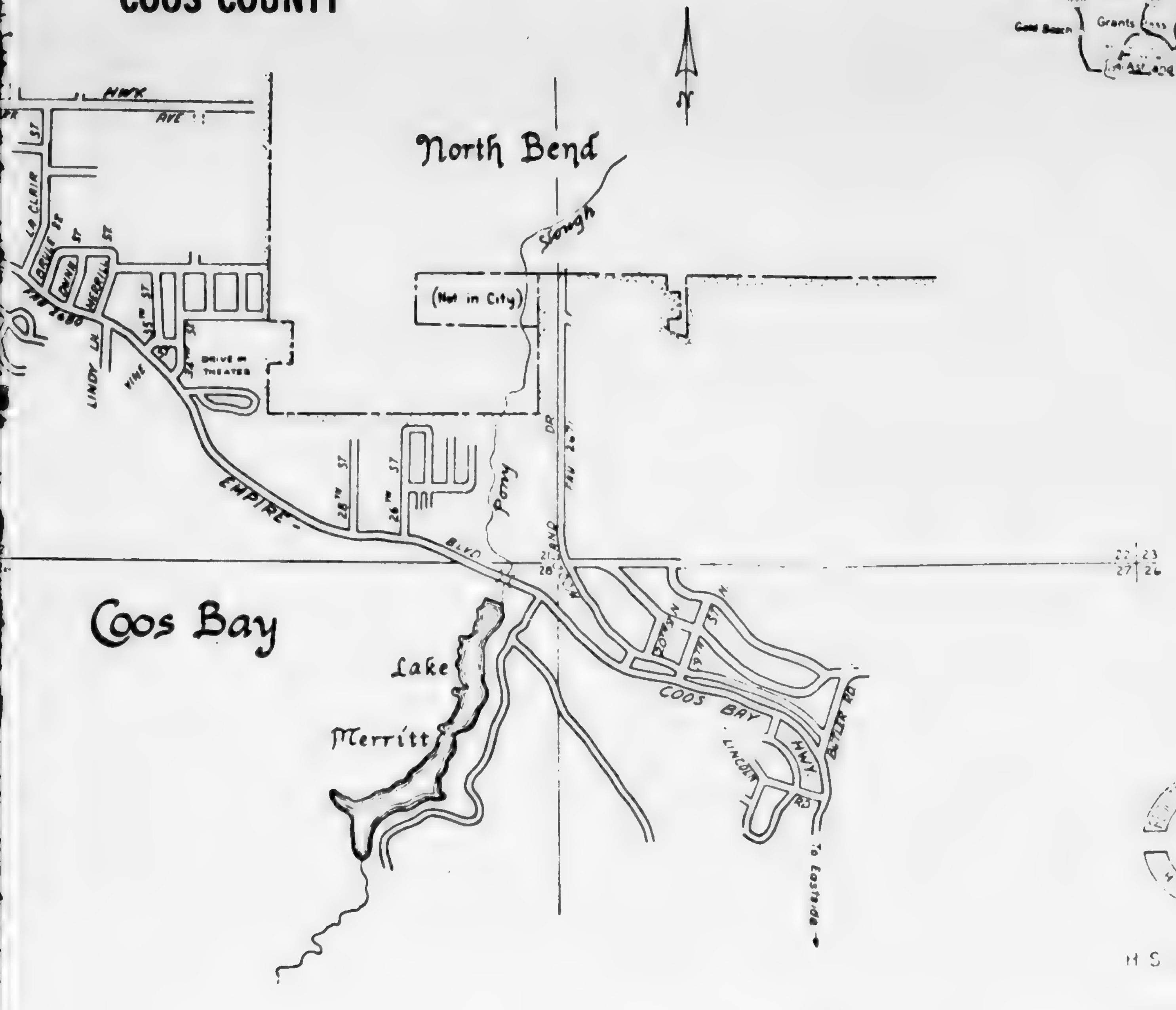
PRELIMINARY COPY
DEC 11 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OCEAN BLVD. (COOS BAY) SEC.

AU 2741 (WALLACE ST.)

COOS COUNTY


Astoria
Seaside
Tillamook
Portland
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coquille
Coos Bay
Gold Beach
Salem
Albany
Madras
Redmond
Bend
Eugene
Roseburg
Grants Pass
Medford
Ashland
Burns
Ontario
O R E G O N


N
HWY
AVE
ST
LA CLAIR
ST
ST
ST
MERRILL
FAS 2080
LINDY LN
VINE
35TH ST
DRIVE-IN THEATER
North Bend
Slough
(Not in City)
EMPIRE
BLVD
28TH ST
26TH ST
Pony
DR
FAU 2741
21
28
22 | 23
27 | 26
Coos Bay
Lake
Merritt
COOS BAY
HWY.
LINCOLN
BUTLER RD
To Eastside

Sketch Map

Scale 400 0 400 800 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

4470
H S COULTER

4552

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER DATE

117 DOT Building
Salem, Oregon 97310

Highway # 706

Attention: Right-of-Way Section 2-12-80

Prefix 306-1947

Subject: Federal Aid Project No. M-2741(1)
Project Name Newmark Ave. - Ocean Blvd. (Coos Bay) Wallace St.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Coos Bay, Oregon, this 12TH day of FEB, 1980

City of ______

Certified by

Regional Right-of-Way Supervisor
Date 2/15/80

Donald E Poage, M.D.
Mayor

City Recorder

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

1 H

CITY OF COOS BAY

269-1181 – 500 CENTRAL – COOS BAY, OREGON 97420

February 12,1980

Jack Ayres
Regional Federal-Aid Engineer
Highway Division, Region 3
P. O. Box 1128
Roseburg, OR 97420

Project: M-2741 (1)
Wallace Street, Coos Bay

Dear Jack:

Enclosed are the executed copies of the Construction-Finance Agreement No. 6985, City of Coos Bay Resolution 80-5 and the approved preliminary plans dated December 11,1979.

At this time only the Water Board has partially responded in answer to Mr. Jack Cartwright's December 12,1979 letter to the utilities regarding their involvement in this project.

Please be aware that one of the critical areas of concern by the City is how the new construction will affect existing property access. Driveways must be designed and built with the utmost care and concern to provide safe access.

Yours very truly,

Joe A. Schwarm

Joe A. Schwarm-Director
Public Works Department

Enclosures

Section Newmark Ave. Ocean Blvd. Program g Estimate $
Highway FAU 2741 (Wallace St. Project Length 0.12 miles
County Coos 2-11-80 Completion Time 110 Calendar da.
Kind of Work Grading and Paving Est. Comp. Date 8-15-80
Prefix 306-1947-921 Letting Date March 27, 1980 Project No. M-2741 (2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 101,768^{00}
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500 —	
Permanent Pavement Striping.	500 —	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 1,750
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts	50—	
Adjust Utilities:		
Traffic Marker Buttons	700	
Subtotal		$ 103,518^{00}
Contingencies (4-1/2%)		4,658^{31}
Engineering (8, [✓ 9], 10%)		9,316^{62}
Subtotal		$ 117,492^{93}
Credit for		
Estimated Net Authorization, Construction		$ 117,492^{93}

APPROVED

cc: Jack Ayres

REC'D
2-11-80

Road Design Engineer

H

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 1/21/80

Section Newmark Ave. - Ocean Blvd. (Coos Bay)
County Coos
Kind Of Work Grading and Paving
Length 0.12
Name Bill Bergstedt

1-29-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(6%)	5,800
	Temporary Protection and Direction of Traffic		All	All	—	2,400
	Temporary Signs		Sq. Ft.	282	6 —	1,692 —
	Temporary Barricades		Each	6	115 —	690
	Temporary Plastic Safety Markers		Each	4	80 —	320 —
	Flagmen		Hour	100	21 00	2,100 —
	Roadwork					
	Removal of Structures and Obstructions		All	All	—	2000
	Ditch Excavation		Cu. Yd.	21	10 00	210 00
	General Excavation		All ~~Cu. Yd.~~	All ~~[illegible]~~	~~6 00~~	5,200
	Trench Excavation		Cu. Yd.	536	10 00	5,360
	Watering		M-Gal	50	15 00	750
	Course Aggregate Base		Ton	1200	12 00	14,400
	3/4"-0 Aggregate Base		Ton	210	13 00	2,730
	Class "B" Asphalt Concrete		Ton	300	35 00	10,500
	12-inch Sewer Pipe		Lin. Ft.	204	18 00	3,672
	15-inch Sewer Pipe		Lin. Ft.	70	22 00	1,540
	18-inch Sewer Pipe		Lin. Ft.	610	26 00	15,860
	21-inch Sewer Pipe		Lin. Ft.	250	33 00	8,250
	Concrete Manholes		Each	3	1500 00	4,500
	Concrete Inlets, Type CG-1		Each	4	450 00	1,800
	Concrete Inlets, Type D		Each	1	400 00	400

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 1/21/80

Section Newmark Ave. - Ocean Blvd. Coos Bay

County Coos

Kind Of Work Grading + Paving

Length 0.12

Name Bill Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Walks		Sq. Yd.	30	14^{00}	420
	Concrete Curbs		Lin. Ft.	1300	7^{00}	9,100
	Extra for Asphalt Approaches		Each	~~6~~ 7	200^{00}	1,400
	Paved Culvert End Slopes		Sq. Ft.	27	12^{00}	32
	Adjusting Manholes		Each	1	200^{00}	200
	Setting Mail Box Posts		Each	2	75^{00}	150

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

12-10-79

Sheet ____ of ____ Sheets

Section Newmark Ave - Ocean Blvd
Prefix 306-1947
Highway Wallace St. (Coos Bay)
County Coos
Date 12/10/79
Length ____ Miles ____
Designer [illegible]
Signed ____
Title ____

Grading & Drainage	$ 78,268
Surfacing	$ 33,191
Extra Work	
TOTAL EXTRA WORK	$
TOTAL	$ 111,459
+ 20 % Engineering and Contingencies	$ 22,292
Structures	
TOTAL STRUCTURES	$
Right of Way	$
TOTAL ESTIMATED COST	$ 133,751

cc: Jack Ayres

REC'D 12-10-79

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date 11/29/79

Section Newmark Ave - Ocean Blvd
County Coos

ind Of Work Grading & Paving
Length 615'
Name Hartle

price update 12-7-79 Bw

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization ~~8%~~				(8%)	7891
	Temp Prot. & Dir ~~3%~~				(5%)	4932
	Clearing & Grubbing		All	All	—	1000
	Rem. Str. & Obs		All	All	—	1000
	Gen Exc		Cu. yd.	860	6.00	5160
	Trench Exc		Cu. yd.	527	20.00	10,540
	Ditch Exc		Cu. yd.	21	10.00	210
	Finish Rd. Bd. & Slopes		All	All		1000
	Bottom Course Agg. Base		Ton	1220	11.00	13,420
	Top Course Agg. Base		Ton	275	11.50	3163
	Watering		M-Gal	50	10.00	500
	Asph. Conc., Class "B"		Ton	287	30.00	8610
	Asph Cem in Mix		Ton	20	184.00	3680
	12" Sewer Pipe		Lin Ft	144	18.00	2592
	15" Sewer Pipe		Lin Ft	58	22.00	1276
	18" Sewer Pipe		Lin Ft	600	26.00	15,600
	21" Sewer Pipe		Lin Ft	270	33.00	8910
	Conc Manhole		Ea	3	1500.00	4500
	Inlet, Type CG-1		Ea	4	550.00	2200
	Inlet, Type D		Ea	1	500.00	500
	Conc. Curb		Lin Ft	1300	9.50	12,35
	Paved End Slope		Sq. Ft.	23	15.00	345

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date 11/29/79

ection Newmark Ave - Ocean Blvd
County Coos
ind Of Work Grading & Paving
Length 615'
Name Hartle

lo	Item	Code	Unit	Quant.	Unit Cost	Total
	P.C. Conc. Walk		Sq. yd.	14	20^{00}	280
	Sidewalk Ramp		Ea	1 ~~2~~	200^{00}	200.
	Adjust Manhole		Ea	1	250^{00}	250
	Adjust Mailbox		Ea	2	75^{00}	150
	Extra for Asph. Conc. Driveway		Ea	6	200^{00}	1200
						111,451
						[illegible]

13

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAS-C PROJECTS					
Jordan Valley-Idaho State Line Section, Broadhurst Lane, FAS-B482 Malheur County	$ 150,000	$132,000	$ 9,000	$ 9,000	10-16-79
FAU PROJECTS					
Kings Hwy.-Jasper Street, Stewart Avenue, FAU 2420 Medford	255,200	224,580	15,310	15,310	10-22-79
Arterial Street Overlay Program Portland	82,000	72,160	4,920	4,920	10-23-79
UPRR Crossing-LaGrande/Baker Highway, Pocahontas Road, FAU 4950 Baker	64,300	52,730	5,785	5,785	10-23-79
Oak Street-Williamson Way, Hersey Street, FAU 3920 Ashland	440,000	387,200	26,400	26,400	10-24-79
Airport Road-Vaughn Lane, South Main Road, FAU 5425 Lebanon	1,629,000	452,700	49,650	49,650	10-26-79
Newmark Avenue-Ocean Blvd. Wallace Street, FAU 2741 Coos Bay	127,000	111,760	7,620	7,620	10-29-79
FAIX PROJECTS					
Salem Parkway and Corollary Projects Salem	1,304,000	1,108,400	None	195,600	11-6-79

November 7, 1979

H. S. Coulter
State Highway Engineer

1157

September 26, 1978

City of Coos Bay
City Hall
Coos Bay, OR 97420

Attention: Irving G. Johnson
City Recorder

MISC. CONTRACTS AND
AGREEMENTS No. 6729

Gentlemen:

Attached for your records is a fully executed copy of an agreement to widen and improve the Newmark Avenue-Ocean Boulevard Section of Wallace Street in Coos Bay.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

Attachment

bc Don Harwell (Agreement attached)

LOCATION NARRATIVE

Newmark Ave. - Ocean Blvd.
Wallace St. (FAU 2741)
Coos County

Prefix: 306-1947
December 21, 1978
F.D. Morrison, Res. Engr.

This is a Federal Aid Urban Project and Miscellaneous Contract & Agreement No. 6729 was used to work up this Location.

The Northerly Terminus is the Edge of Newmark Ave. (Cape Arago Hwy.). The Southerly Terminus is the edge of Ocean Blvd. (Empire - Coos Bay Hwy.). The total length of the project is 0.12 miles.

The Typical Section will be 40 feet, Curb to Curb, with Class "A" Conc. Curbs & Gutters without sidewalks. The proposed surfacing is as follows; 8-inches of Aggregate Subbase, 2-inches of 3/4-0 Aggregate Base and 2-inches of Class "B" Asphaltic Concrete Pavement.

The Horizontal Alignment does not split the street Right of Way due to the jog in the street. The one and only curve is a 36 degree Curve Right.

The Vertical Alignment is somewhat controlled by the existing streets and buildings. The maximum grade used on the project is 2.66 percent.

All Surfacing Materials will have to come from Commercial Sources. Class "B" Asphalt Concrete Mixture should be a Commercial Mix with a minimum of 6% Asphalt and Liquid Asphalt should be included in the mixture. Any excess excavation generated on this project will become the responsibility of the Contractor.

The existing Right of Way on Wallace St. is 60 feet, with No additional Right of Way required. However, three Construction Encroachments are anticipated. The encroachments were discussed with the City Engineer and he wanted to contact the affected property owners. All three encroachments are a direct result of drainage pickups and should benefit the adjacent property owners and should not pose a problem.

Drainage will be handled by installing Storm Drains, which will begin on Wallace St. and terminate at Ackerman Avenue. We plan to pick up water, generated by a New Car dealers lot, in a Type "D" and a G-1 Inlet. This will start the proposed Storm Drain. This line will run Northerly to the intersection of the existing cross drain (open ditch), where we plan to pick up surface water and drain it into our Storm Sewer. This sewer will cross the Cape Arago Hwy. (Newmark Ave.) and then parallel the Highway, on the shoulder, to the existing Storm system on Ackerman Ave., where we will dump the water into an 18-inch existing Storm Sewer.

Rec'D. 1-15-79

LOCATION NARRATIVE

Newmark Ave. - Ocean Blvd.
Wallace St. (FAU 2741)
Coos County

Prefix: 306-1947
December 21, 1978
F.D. Morrison, Res. Engr.

Several Utility Companies have facilities which will have to be Moved or Adjusted. The Coos Bay - N. Bend Water Board will have to adjust one Water Meter and one Water Valve. Pacific Power & Light Company will have three poles and one Down Guy in conflict. General Telephone Company will have two poles to move. One Manhole will have to be adjusted. This is covered by a Bid Item.

One Bid Item, requested by the City, in the Original proposal, should be removed, in my opinion. This is the two Lights & Poles requested. These Poles and Street Lights can no doubt be installed by the Pacific Power & Light Company on their poles. This would reduce the Construction Costs on this item. City concurs, Lights have been eliminated.

The drainage and access has been discussed with the City Engineer of Coos Bay.

We attempted to Shed Roof the entire project, but we developed a flat spot on the Left in the Vicinity of station 12+00 - 13+00. After dropping to a normal crown section and then returning to a Shed Roof Section, we eliminate most of the flat area.

If any additional information is needed, please Contact this office.

QUANTITY SUMMARY & ESTIMATE COST

Wallace Street (Coos Bay)
City Street
Coos County

Prefix: 306-1947
F.D. Morrison, Res.Engr.
December 1978

Item No.	Bid Item	Unit	Quantity	Price	Total
1.	Mobilization	L.S.	All		$5,417.00
2.	Temporary Protection & Direction of Traffic	L.S.	All		2,350.00
3.	Temporary Signs	Sq.Ft.	116	6.00	696.00
4.	Temporary Barricades Type 1	One	4	100.00	400.00
5.	Flagmen	Hour	100	19.00	1,900.00
6.	Clearing & Grubbing(0.6acre)	L.S.	All	300.00	300.00
7.	Removal of Structures & Obstructions	L.S.	All	250.00	250.00
8.	General Excavation	Cu.Yd.	860	5.50	4,730.00
9.	Trench Excavation	Cu.Yd.	500	10.00	5,000.00
10.	Finishing Roadbed & Slopes	L.S.	All	600.00	600.00
11.	Watering	M-Gal.	50	10.00	500.00
12.	Aggregate Subbase	Cu.Yd.	800	9.50	7,600.00
13.	Aggregate Base 3/4-0"	Cu.Yd.	200	11.00	2,200.00
14.	Asphalt Pavement Mixture Class "B"	Tons	300	30.00	9,000.00
15.	12" Storm Sewer	Lin.Ft.	262	13.50	3,537.00
16.	18" Storm Sewer	Lin.Ft.	860	18.50	15,910.00
17.	Concrete Manholes	Ea.	3	1,500.00	4,500.00
18.	Concrete Inlets Type G-1	Ea.	4	550.00	2,200.00
19.	Concrete Inlet Type D	Ea.	1	550.00	550.00
20.	Concrete Type A Curbs	Lin.Ft.	1,280	4.75	6,080.00
21.	Extra For Road Approach	Ea.	6	185.00	1,110.00
22.	Paved Slope Ends.	Sq.Ft.	23	15.00	345.00
23.	Adjust Manholes	Ea.	1	200.00	200.00
24.	Adjust Mail Boxes	Ea.	2	50.00	100.00
	Total Bid Item Cost.				$75,160.00
	+ 20% for Engineering & Contingencies				15,032.00
	Added Anticipated Items:				
#	Striping Buttons				700.00
	Estimated Project Cost				$90,892.00

#
[illegible]
[illegible] Estimate
[illegible]
[illegible]

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-30-78	CC 1919		306-1947-295

BILL TO: Code:

City of Coos Bay
P.O. Box 1118
Coos Bay, Oregon 97420
Attn: Joe Schwarm, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. on the Newmark Ave.-Ocean Blvd. Section of Wallace Street, FAU 2741 Agreement No. 6729 AD 485			

Advance Deposit Amount	$ 1,425.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 1,425.00
Transfer to Highway Fund	$ 1,075.00
Refund Due	$
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved: Gerald Wimer

SP*35736-734

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

August 30, 1978

Alfred Shirley, Jr.
Regional Engineer
Region 3
Highway Division
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. Shirley:

Attached are three (3) copies of the executed preliminary engineering agreements and resolution 78-77 authorizing signature of same for Wallace Street FAU 2741 project from Newmark Avenue to Ocean Boulevard. We will be forwarding 50% of the preliminary engineering costs ($1425.00) within a day or two to G. W. Wimer, Local Government Manager in Salem as required before this work can proceed.

Yours very truly,

Joe A. Schwarm
Joe A. Schwarm

Enc.-3

Doc

RESOLUTION 78-77

WHEREAS, the City of Coos Bay finds it desirable to enter into an agreement with the Department of Transportation, Highway Division to cover preliminary engineering for improvement of Wallace Street, Newmark Avenue to Ocean Boulevard, and

WHEREAS, It is necessary that the Coos Bay City Council authorize the Mayor and Recorder to execute such an agreement,

NOW, THEREFORE, BE IT RESOLVED, That the Mayor and City Recorder are hereby authorized to execute said agreement on behalf of the City of Coos Bay.

The foregoing resolution was duly adopted by the City Council of the City of Coos Bay this 28th day of August, 1978, and approved by the Mayor this 28th day of August, 1978.

Robert Hale

Robert Hale
Mayor of the City of Coos Bay
Coos County, Oregon

ATTEST: Irving G. Johnson

Irving G. Johnson
Recorder of the City of Coos Bay
Coos County, Oregon

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 80357	FEDERAL AID PROJECT NO. M-2741(1) STATE PROJECT NO. See below COUNTY NAME Coos PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	8-11-78	FAU 2741 City street

GENERAL LOCATION:

"Newmark Ave. - Ocean Blvd. (Coos Bay) Section

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work
☐ OTHER (Specify) TEC NTE $20,000 F.F. $17,150

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 31, 1978, letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-11-78	G. K.	for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

August 4, 1978

City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97420

Attn: Mr. Joe Schwarm
Dir. of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Newmark Avenue-Ocean Blvd. Section of Wallace Street Urban System project.

Financial sharing of the preliminary engineering is:

Total P.E.	$20,000
Federal Funds	17,150
Balance	$ 2,~~580~~ 850

Local Share:
50% of $2,850 = $1,425

Please make your check in the amount of $1,425 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon, 97310.

Very truly yours,

G. W. Wimer
Local Government Mgr.

GEZ:lml

bc w/AD #485: Vern Skoog - Please return completed AD #485 when check is received.
Region 3 Federal Aid Engineer

1859

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 31, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80357
Project No. M-2741(1)
Newmark Ave.-Ocean Blvd.(Coos Bay)Section
Coos County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including archeological investigation and utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $20,000 with an obligation of $17,150 in federal funds.

CL:psp

Enclosure

cc: A. Shirley (Region 3)
G. Zehner

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

7-31-78

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 City Street, Wallace Street(Coos Bay) 65	ADT	PRESENT N/A	FUTURE (66) (70) 1,000	YEAR (71) (72) 98	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 23	NUMBER 7 2741(1)

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Coos			COD 011 (14)
	NAME OF URBAN AREA 17-31 Coos Bay	ROUTE NO. U	FEDERAL-AID 2741 (32)	STATE City St. (36)	U.S. (37) -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.12	20,000	17,150	1,425	1,425 (City)
5					**ROW**		"Newmark Avenue-Ocean Blvd. (Coos Bay)Section					
5					**CONST** (CODE)							

ESTIMATED PROJECT COST BY PHASES

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.12	20,000	17,150	1,425	1,425 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-31-78

LOCATION *(45 typewriter spaces)*	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y Street, Wallace Street(Coos Bay) 65		N/A	1,000 (66) (70)	98 (71) (72)	10	Oregon	41 (2) (3)	W32 (4) (9)	80357 (14) (18)

(35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 M- 23	7 2741(1)	13	(24) (26)	27

Urban System

COUNTY NAME Coos CODE 011 (14) (16)

ROUTE NO. U FEDERAL-AID 2741 STATE (32) City St. (36) U.S. (37) - (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

Coos Bay

PE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
46	53		(54) (58)	(59) (66)	(67) (76)			
		"Newmark Avenue-Ocean Blvd. (Coos Bay)Section	0.12	20,000	17,150	1,425	1,425 (City)	ROW-60' minimum; Access Control-None; Parking Restrictions-None.
W								
ST								
C.L.		PROJECT TOTALS	0.12	20,000 (16) (23)	17,150 (24) (33)	1,425	1,425 (City)	

ESTIMATED PROJECT COST BY PHASES

L DATES

REMARKS

(over)

USCOMM DUSCOMM-DC 48905-P61

NEWMARK AVE.-OCEAN BLVD.(COOS BAY)SECTION
PROJECT NO. M-2741(1)

Existing Facility: Approximately 250 feet of 15 to 20 foot gravel surface; balance is an unimproved street.

Adjacent Sections:
North end--Jct. with the Cape Arago Hwy. (FAP 51)
Southwest end--Jct. with Empire-Coos Bay Hwy. (FAP 56)

Project Data: Work under this project consists of preliminary engineering all phases including archeological salvage and utility preparatory work for the future construction necessary to widen the existing facility to provide a 40-foot curbed roadway to accommodate two travel lanes with parking each side.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Area: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 14, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings--Not required under Oregon Action plan.
b) Location/Design--Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering --	$19,500
Archeological Salvage --	500
Total	$20,000

Note: This project is in Congressional District No. 4.

Form ~~E-59~~ (Rev. 9-71) 2437

NAB0001

RAL A

1

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Newmark Ave.-Ocean Blvd.

Highway Wallace Street (FAU 2741)

County Coos

Date July 20,1978, 19

Authorization No. 1

Survey Prefix 306-1947 (Assigned by Salem office)

Description of termini, route, length, etc.:

Purpose of survey: Prepare Plans, Specifications & Estimates for widening and improving Wallace Street to a 40 ft. curbed section.

M-2741 (1)
8-11-78

Estimate of cost:

Field	750
Plans	250
Soils	500
Utility	250
Specifications	250

N

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 2,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
P.L. Carstensen
Costs & Records Spec. Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval: Frank E. Perpin
Location Engineer

Approved: E J Hunter
Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*23604-734

N
M

FAUS

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: July 14, 1978

In reply refer to: HFO.3-OR

SUBJECT: Oregon Project M-2741(-)
Ocean Blvd-Newmark Ave (Coos Bay)
City Street/Wallace Street
Coos County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr. Environmental Section
Oregon Dept. of Transportation
Salem, Oregon

The subject project assessment submitted with your letter of June 9, 1978, has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur that a traffic noise analysis is appropriate.

GLGreen
G. L. Green

cc:
Mr. D. H. Moehring, Proj Mgt
Region 3, Env.

Environmental Section
Jul 19, 1978

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab. Bldg.
Alfred Shirley
B. E. Brown
Jack Ayres
Elliott Parker
Gerald Wimer
B. L. Gifford (2)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-2741 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 9, 1978

Section Ocean Blvd.-Newmark Ave. (Coos Bay)

Unit (if appl) N/A

County Coos

City

Highway City Street/Wallace Street

State Hwy. No. N/A

Termini: M.P.(if appl)

Length 620 feet

Region III

Construction Estimate $115,200

Program Amount FAU Funding

B. Purpose of Project: To facilitate movement of traffic between Ocean Blvd. and Newmark Avenue. These two streets currently merge at an angle of approximately 40 degrees. Turning movements from one roadway to the other at this intersection are difficult and hazardous and the proposed street construction will allow these turning movements to be made at Wallace Street, under safer conditions.

C. Origin & History of Project: This project was placed on the Coos Bay-North Bend FAU Integrated Priority Projects list on June 30, 1976. The project was rated number seven in priority. All higher priority projects have received funding approval or approval is pending.

D. General Description of Project: Construction of 40' wide street in currently unimproved Wallace Avenue right of way between Ocean Blvd. and Newmark Ave.

Alignment: New ______ Existing Follows existing but unimproved R/W Combined ______

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2; Med. None; Shldrs. C&G; Parking both sides

Traffic: Existing Facility: Existing ADT None; Projected ADT None; Yr. ____

Existing Level of Service ______

Proposed Facility: Projected ADT 1000 vpd; Yr. 1980

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels ______

Acres ______; Type of Relocation Req. ________________; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any: All required materials are available from local suppliers. Waste disposal will be required for excavated materials. Waste disposal site will be chosen by the contractor, subject to the approval of the Engineer, in accordance with Standard Specifications for Highway Construction.

Type of Structure(s): None

Brief Description of River or Stream and Type of Involvement, if any: None

Local City, County or COG priorities of project: Project ranks number 7 on combined Coos Bay-North Bend FAU priority list.

FHWA and/or OSHD approvals given, if any: None to date - first application

Location or Design Alternatives (identify and describe): None

Other Descriptive Information or Comments: None

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. **Natural**: The proposed roadway will run through an area typical of coastal regions in the Northwest. Soil is predominately sand and silty sand. The majority of vegetation has been cleared from the area, with some small alders and low growing coastal shrubs remaining. Animal life is limited due to commercial development throughout the area.

2. **Cultural**: The proposed roadway will lie in an area that is primarily commercial in nature. There is some residential development in the area also.

The existing right-of-way is partly a potholed gravel drive between two auto dealerships (on the Ocean Blvd. end) partly poorly drained but very disturbed low land occupied by a half-dozen derelict vehicles and one travel trailer (between two houses), and partly excavation spoils, mostly sand (on the Newmark Ave. end).

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: No right-of-way acquisition involved. Existing 60' right-of-way will accommodate the proposal.

2. Estimated Impact on Traffic Patterns: Turning movements between Ocean Blvd. and Newmark that would ordinarily be made at their intersection (approximately 800 feet west of Wallace Avenue) will be made on the proposed roadway. Projected ADT on Wallace Street in 1980 is 1,000 vpd.

Consequences--Air Quality, Noise, Safety, etc.: Air quality will be adversely affected during construction, but no lasting effects should be felt. Noise will be increased.

3. Estimated Impact on Land Use: No significant impact on land use is expected. The area is commercial in character and will remain so.

Consequences:

4. Expected Impact on Natural Ecological Resources: Limited vegetation will be cleared, drainage will be improved and surface runoff will be channeled off the right-of-way.

Consequences:

Minor

5. Expected Impact on Cultural and Scenic Resources: The existing right-of-way has a very rundown appearance: abandoned cars, potholes, tire ruts in wet places, piles of excavation spoils, etc. This will be noticeably upgraded.

Consequences: A cultural resource survey may be needed.

6. **Preliminary Identification of Areas of Critical Concern:** The central portion of the proposed section is poorly drained during the wet season. It is so disturbed, dissected and isolated by surrounding development that it appears to have no wildlife value.

7. **Potential for Controversial Issues:** Very low.

8. **Potential for Consistency of Proposal With:**

a. **Clean Air Implementation Plans** The only adverse effects on air quality will be during construction, and these effects will be temporary.

b. **Noise Standards** There will be an increase in noise in the area surrounding the Wallace Street right-of-way. Existing noise levels are already reasonably high. Three residential receptors are near the project, having little setbacks. Two front on Wallace. A noise study report will be required.

c. **Water Quality Standards**

d. **Area Land Use and Transportation Plans, and Zoning** No conflict.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------

----NON-MAJOR ACTION-----

SIGNIFICANT:

____ D & FEIS

____ Section 4(f)

NON-SIGNIFICANT:

____ D & F Neg.Dec.

____ Section 4(f)

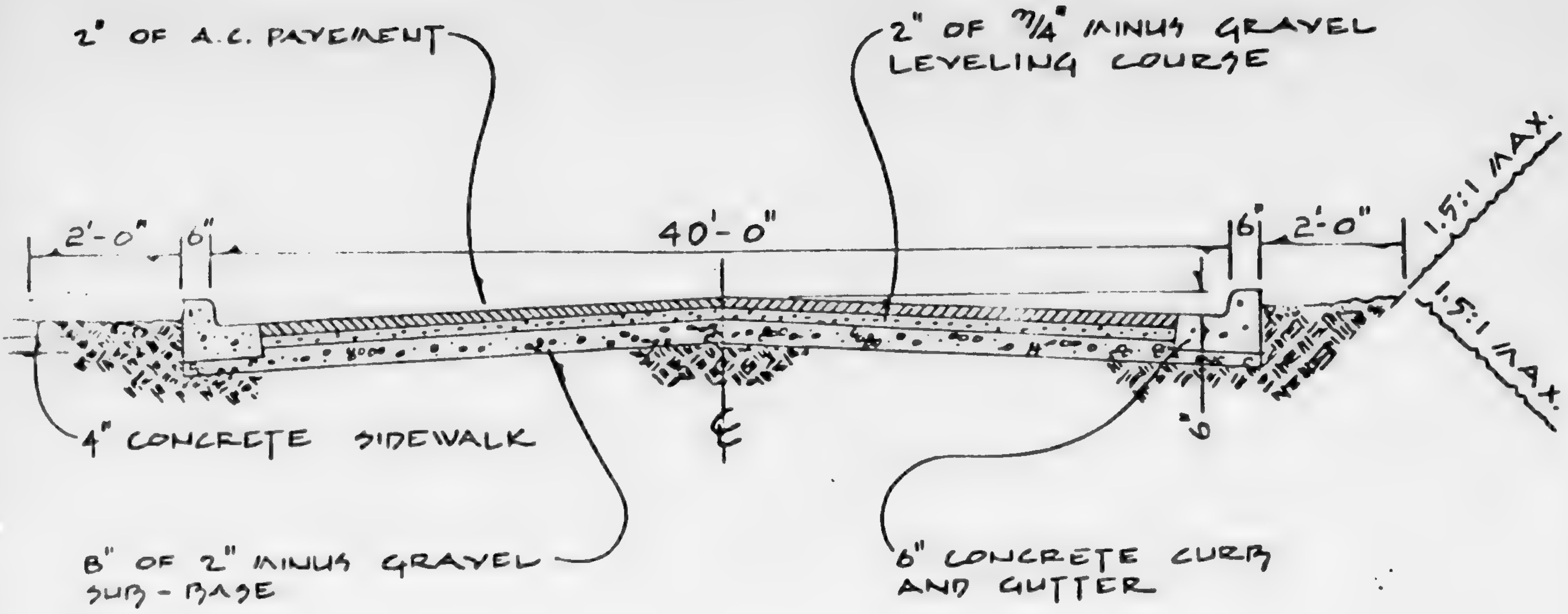
XX ASSESSMENT ONLY

____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Projects of this nature are considered non-major actions according to FHPM 7-7-2, paragraph 10e.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

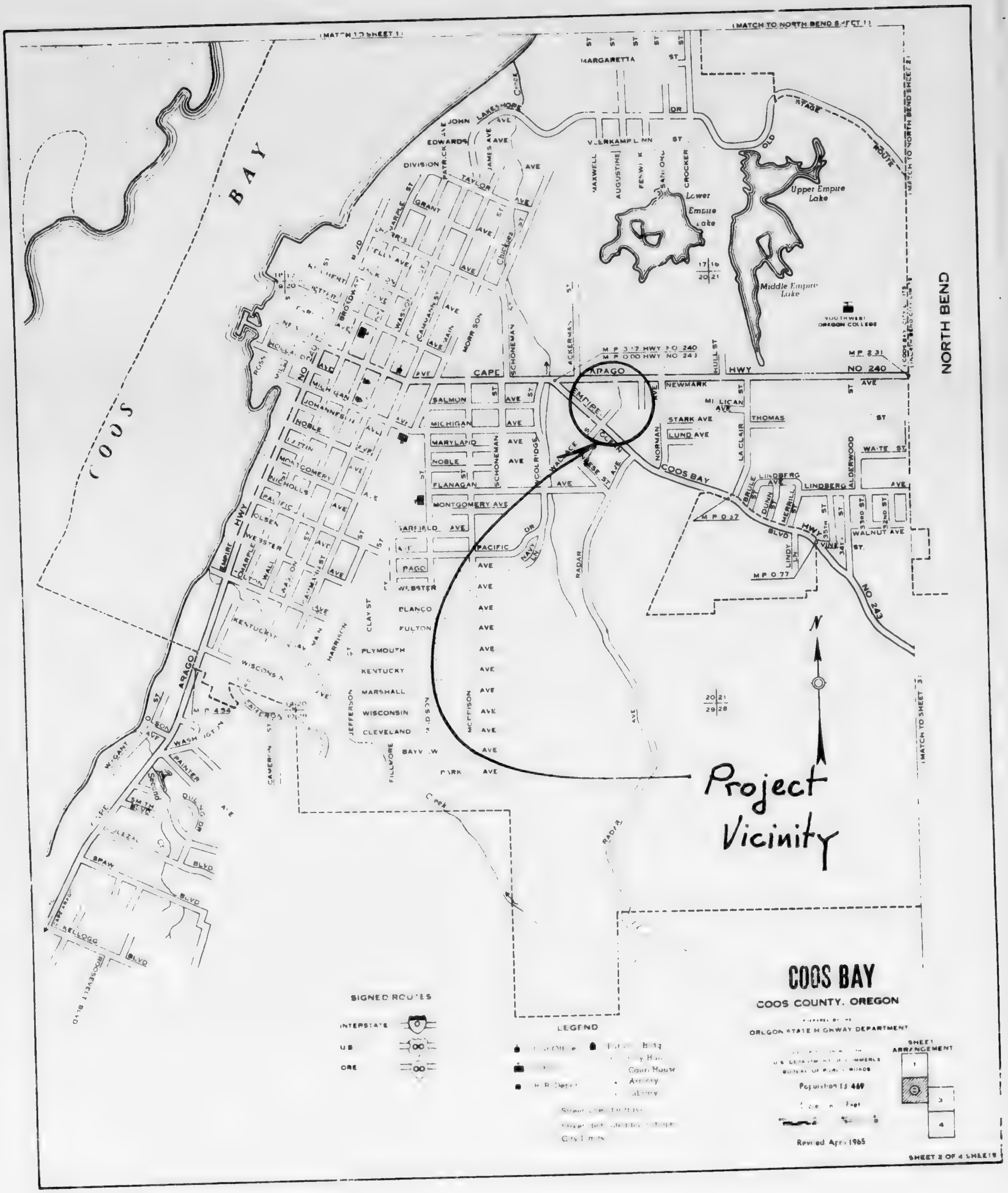

2" OF A.C. PAVEMENT
2" OF 3/4" MINUS GRAVEL LEVELING COURSE
2'-0"
6"
40'-0"
6"
2'-0"
1.5:1 MAX.
1.5:1 MAX.
℄
6"
4" CONCRETE SIDEWALK
8" OF 2" MINUS GRAVEL SUB-BASE
6" CONCRETE CURB AND GUTTER

TYPICAL STREET SECTION

NO SCALE

HGE INC

ENGINEERS & PLANNERS
405 N FIFTH/COOS BAY, OR 97420
19 N W 5TH/PORTLAND, OR 97209



(MATCH TO SHEET 1)
(MATCH TO NORTH BEND SHEET 1)
(MATCH TO NORTH BEND SHEET 2)
(MATCH TO SHEET 3)
COOS BAY
NORTH BEND
Lower Empire Lake
Upper Empire Lake
Middle Empire Lake
SOUTHWESTERN OREGON COLLEGE
CAPE ARAGO HWY
HWY NO 240
EMPIRE BLVD
COOS BAY BLVD
HWY NO 243
M P 3.17 HWY NO 240
M P 0.00 HWY NO 243
M P 3.31
M P 0.37
M P 0.77
M P 4.56
ARAGO HWY
EMPIRE HWY
NEWMARK AVE
STARK AVE
LUND AVE
THOMAS
LINDBERG AVE
WAITE ST
WALNUT AVE
SALMON AVE
MICHIGAN AVE
MARYLAND AVE
NOBLE AVE
FLANAGAN AVE
MONTGOMERY AVE
GARFIELD AVE
PACIFIC
WEBSTER AVE
BLANCO AVE
FULTON AVE
PLYMOUTH AVE
KENTUCKY AVE
MARSHALL AVE
WISCONSIN AVE
CLEVELAND AVE
PARK AVE
SCHONEMAN ST
ACKERMAN
NORMAN AVE
LACLAIR
ALDERWOOD
MAXWELL
AUGUSTINE
CROCKER
MARGARETTA ST
VERKAMP LN
LAKESHORE DR
STAGE ROUTE
EDWARDS AVE
DIVISION AVE
TAYLOR AVE
GRANT AVE
JOHN AVE
JEFFERSON
HARRISON
CLAY ST
MCPHERSON
FILLMORE
CAMERON
WASHINGTON
PAINTER
SPAW BLVD
KELLOGG BLVD
ROOSEVELT BLVD
RADAR
Chickses Cr
N
Project Vicinity
SIGNED ROUTES
INTERSTATE
US
ORE
LEGEND
Post Office
City Hall
Court House
Armory
Library
City Limits
SHEET ARRANGEMENT
1
2
3
4
SHEET 2 OF 4 SHEETS

COOS BAY

COOS COUNTY, OREGON

PREPARED BY THE

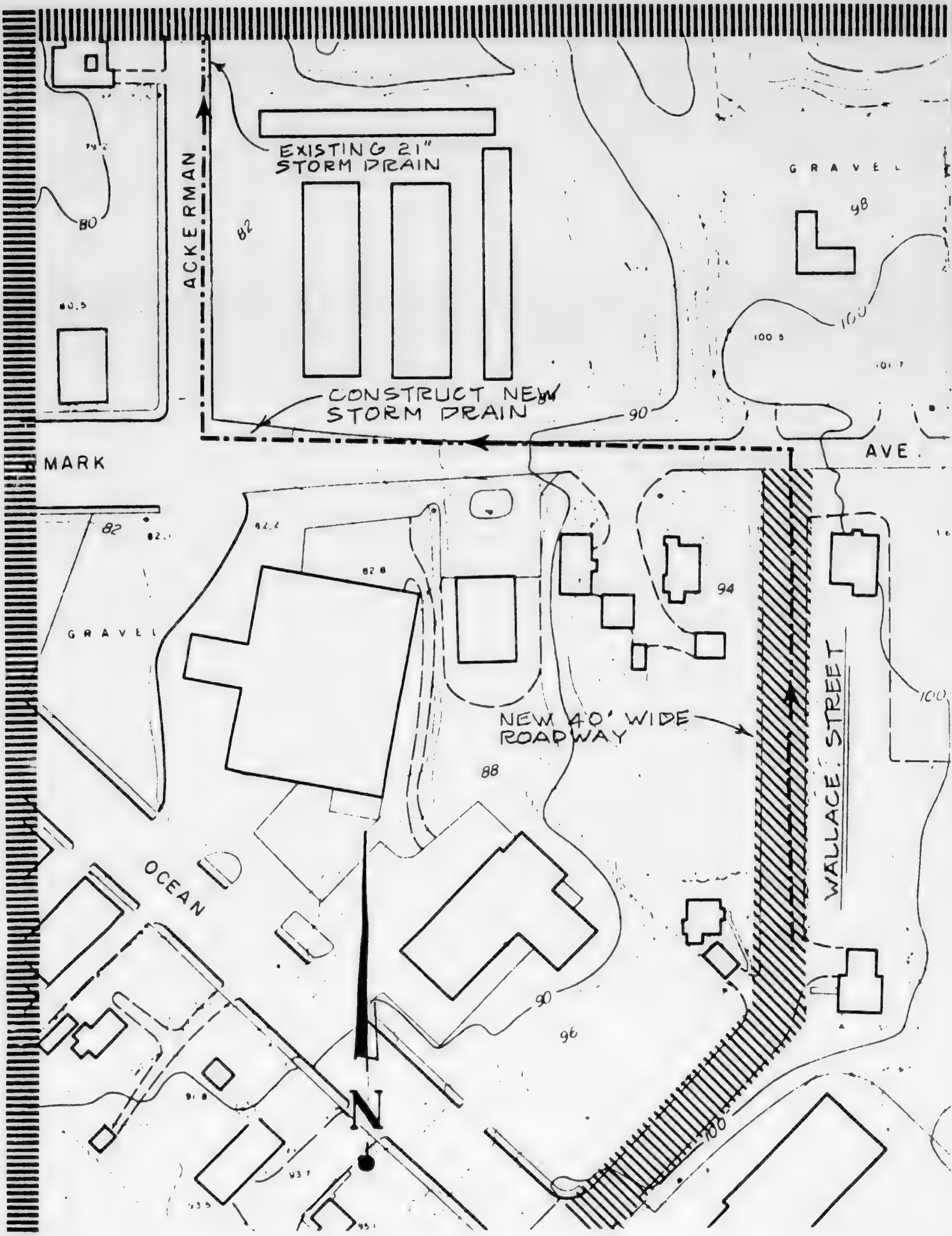
OREGON STATE HIGHWAY DEPARTMENT

U S DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Population 13 469

Revised April 1965


EXISTING 21" STORM DRAIN
ACKERMAN
82
80
GRAVEL
98
100
CONSTRUCT NEW STORM DRAIN
90
MARK
AVE.
82
GRAVEL
94
NEW 40' WIDE ROADWAY
WALLACE STREET
100
88
OCEAN
90
96
N
100

17

June 8, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

On the Consent Calendar for the June 20 meeting will be two requests for approval of Urban System projects.

Coos Bay's request is for a $20,000 preliminary engineering project to prepare contract documents for future construction of a 40-foot curbed section on Wallace Street.

A $20,000 study to examine an alternative design to the Long Yeon I-505 Freeway segment is the request from Portland.

Federal Urban System funds for these projects are estimated at $34,400 with the State providing $2,800 in match funds and a like amount being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Att.

bc:
R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
A. Shirley, Jr.
D. N. Harwell
George Bell

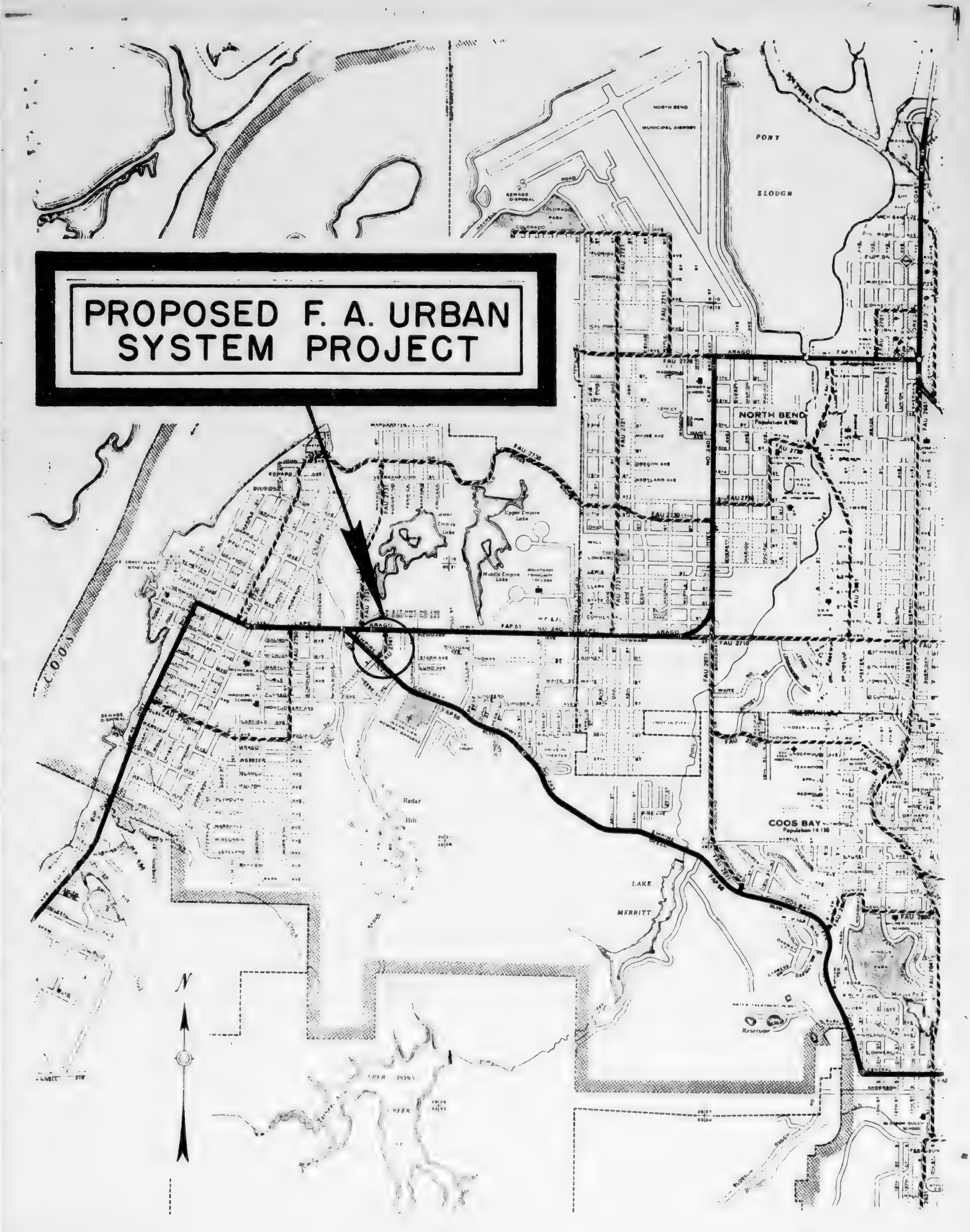
CITY OF COOS BAY
Proposed Urban System Project

Newmark Avenue-Ocean Boulevard Section
Wallace Street, FAU 2741
Preliminary Engineering
0.12 miles
$20,000

This project entails all the work and costs to prepare plans and contract documents for a future project to widen and improve Wallace Street to a 40-foot curbed section.

State will perform the preliminary engineering.

78-e
6/7/78



PROPOSED F. A. URBAN SYSTEM PROJECT

PONY
SLOUGH
NORTH BEND MUNICIPAL AIRPORT
SEWAGE DISPOSAL
COLORADO
NORTH BEND
COOS BAY
ARAGO
FAU 2730
FAU 2721
FAU 2710
FAU 2671
FAP 51
FAP 56
Upper Empire Lake
Lower Empire Lake
Middle Empire Lake
SOUTHWEST OREGON COMMUNITY COLLEGE
NEWMARK
THOMAS
WAITE
LINDBERG
LAKE
MERRITT
Reservoir
UPPER PONY
CREEK
N

FAUS

ROBERT W. STRAUB

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

June 7, 1978

Mr. Joe Schwarm
Director of Public Works
City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97420

Dear Mr. Schwarm:

This will acknowledge receipt of your June 6, 1978, letter authorizing the highway division to proceed with preliminary engineering on the Wallace Street Improvement (FAU 2741) in Coos Bay.

I cannot foresee any possibility of scheduling this project before the end of this year and then scheduling will depend on the availability of funds for the City of Coos Bay. As you well know Coos Bay has requested "accelerated funding" on other projects, so at this time it is presumptuous to assume just when and how much funding will be available for this project.

We are not charging the city for engineering at this time.

[illegible]

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

By JACK AYRES
Acting Regional Federal-Aid Engineer

JA/cao
cc: D.H. Moehring
Bill Brown
Frank Morrison
Frank Terpin

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

June 6,1978

Jack Ayres
Acting Regional Federal Aid Engineer
Oregon State Highway Division
P.O.B.x 1118
Roseburg, OR 97470

Dear Jack:

This letter is a follow-up to our telephone conversation yesterday regarding the cities authorization to the State Highway Division to proceed with the preliminary engineering on the Wallace Street Improvement(F.A.U. 2741). The city wishes to proceed with this project and see it to completion at the earliest possible date; therefore approval is given by this letter to do the preliminary engineering work.

If possible please give me an estimated schedule on this project, also will there be any charges made to the city for the engineering at this time?

Very truly yours,

Joe A Schwarm

Joe A. Schwarm
Director Public Works

JAS/ib

ROBERT W. STRAUB

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

May 17, 1978

Mr. Joe Schwarm
Director of Public Works
City of Coos Bay
P.O. Box 1118
Coos Bay, OR 97420

Dear Mr. Schwarm:

This will acknowledge receipt of your project application and assessment on the Wallace Street-Ocean Boulevard to Newmark Avenue (FAU 2471).

By a copy of this letter your application is being forwarded to the Project Management Section in Salem for further processing.

The assessment is being given to Mr. Eb Engelmann, Regional Environmentalist, for processing and review.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

Jack Ayres

By JACK AYRES
Acting Regional Federal-Aid Engineer

JA/cao
cc: D.H. Moehring ✓
Bill Brown
Frank Morrison
Eb Engelmann

[illegible] am
called Jack Ayres
[illegible]
go ahead with PE [illegible]
next year
PE
Jack says [illegible]
to go with PE [illegible]
funds available [illegible]

Zlenet
Coos Bay's advancement of funds precludes this project. Have Region check PE only now.

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

May 15, 1978

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

The City of Coos Bay by the attached application and project assessment submits Wallace Street - Ocean Boulevard to Newmark Avenue (F.A.U. 2741) for funding and construction under the Federal Aid Urban Program. This project is next in line under the Coos Bay-North Bend Urban priority listing.

If funds are not available through the accelerated financing program, the City asks that this project be processed and placed next in line for funds when they become available.

Sincerely,

Joe A. Schwarm

Joe A. Schwarm
Director of Public Works

Enclosure

ROSEBURG [illegible]
RECEIVED
MAY 16
C
ENV

FEDERAL AID PROJECT REQUEST

Date April 10, 1978

Applicant Agency City of Coos Bay

Request for: Off-System____, FAS-C____, FAUS X Project

Federal Aid Route No. FAU 2741 Route Name Wallace Street

Project Name Wallace Street Storm Drain and Street Construction

Project Length 610 feet Project Location (Attach sketch map)

Project Description Construction of 610 feet of 40 foot wide roadway between Ocean Blvd. (FAU 2680) and Newmark Ave. (FAU 2740) on currently unimproved Wallace Street (FAU 2741) right of way.

Average Daily Traffic 1000 vpd (projected) Design Speed 25

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 15-20' Travel Lanes 2 Shoulders None

Medians None Parking

Sidewalks None

Remarks Existing gravel drive from Ocean Blvd. to a point 250 feet ± Northeast on Wallace Street right of way. Remainder of right of way is unimproved.

2. Desired Roadway Cross Section: (Attach sketch)

Width 40 feet Travel Lanes Two Shoulders None

Medians None Parking Both sides

Curbed Curb & Gutter Length Curb Radii 15 feet

Sidewalk/Bikeway None

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 feet Maximum 60 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes______ No X

3. Will additional right-of-way be needed? Yes______ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes______ No______
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project.

4. Permanent Striping:

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location Mid-way between Ocean Blvd. & Newmark Ave. at Intersection of Wallace/Newmark

Type Mast arm-mounted mercury vapor unit.

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired: ____

Are any utilities to be attached to structure? ____

Are provisions for illumination desired? ____

Are there any unusual or complicating conditions? ____

Remarks ____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad ____
   Existing Crossing Protection ____

2. Will existing railroad crossing be altered? ____

   Remarks ____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — City Manager — Office
2. Environmental — City Manager — Office
3. Public Hearing — City Manager — Office

Remarks ____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant__________ State X________ Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No X______

If "yes," describe briefly:______________________________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 92,000
Right-of-way costs (if participating)	0
Traffic control	0
Illumination	4,000
Structures	0
Railroad	0
Other__________________	0
Preliminary engineering	19,200
PROJECT TOTAL	$ 115,200

Remarks______________________________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Coos Bay__________ and/or ____________________ COUNTY

By____________________ By____________________

By____________________ By____________________

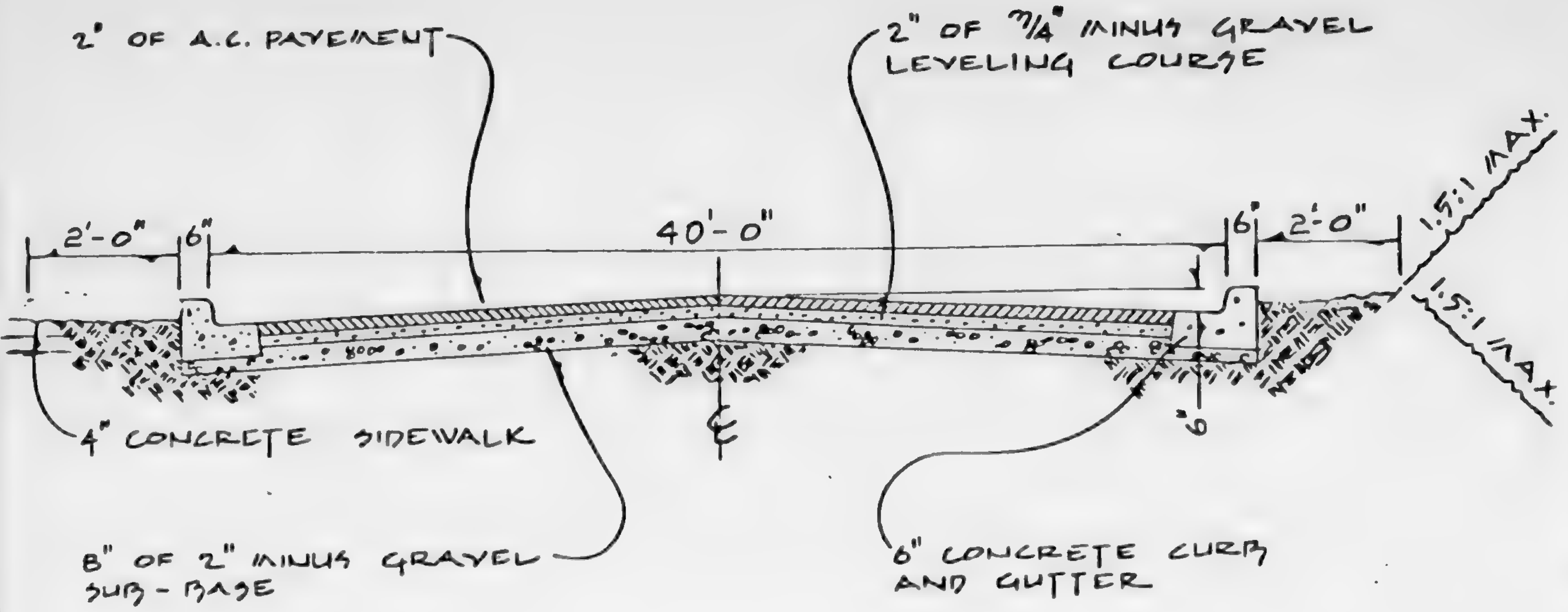
By____________________

Preliminary Cost Estimate

Wallace Avenue FAU Project

City of Coos Bay
May 8, 1978

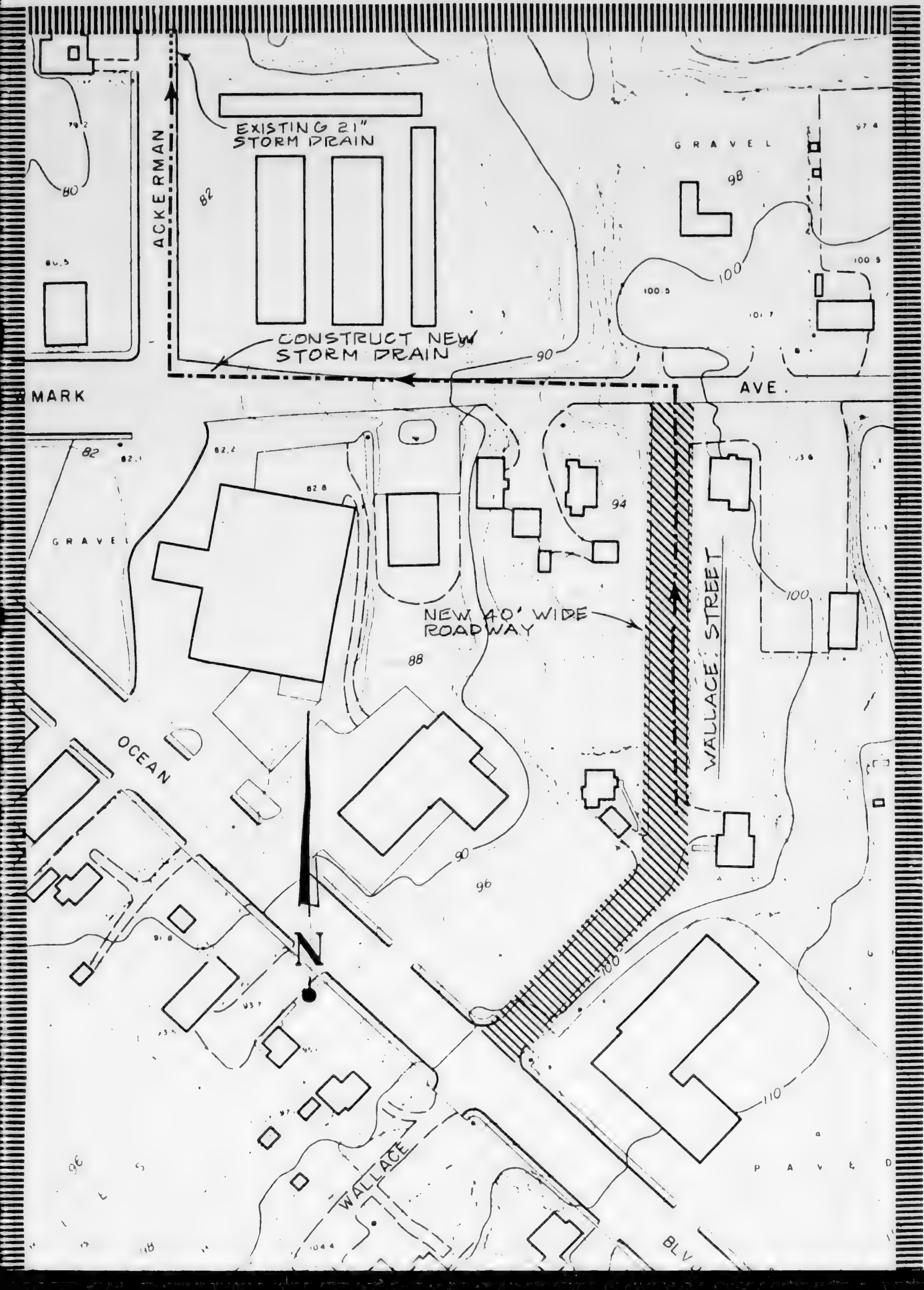
Item	Quantity	Cost
1) Clearing & Grubbing	Lump Sum	$ 2,500
2) Excavation	2,050 C.Y. @ $6.00/C.Y.	$ 12,300
3) Base Rock	850 C.Y. @ $11.00/C.Y.	$ 9,350
4) Leveling Rock	220 C.Y. @ $13.00/C.Y.	$ 2,860
5) A.C. Pavement	380 Tons @ $25.00/Ton	$ 9,500
6) Curb & Gutter	1,240 L.F. @ $4.00/L.F.	$ 4,960
7) Catch Basins	4 Each @ $275/Each	$ 1,100
8) Storm Drain Line	1,120 L.F. @ $35.00/L.F.	$ 39,200
9) Street Lights	2 Each @ $2000/Each	$ 4,000
10) Landscaping	Lump Sum	$ 1,500
	Sub Total	$ 87,270
	Construction Contingencies	$ 8,730
	Construction Total	$ 96,000
	Preliminary Engineering (20%)	$ 19,200
		$ 115,200


2" OF A.C. PAVEMENT
2" OF 3/4" MINUS GRAVEL LEVELING COURSE
2'-0"
6"
40'-0"
6"
2'-0"
1.5:1 MAX.
1.5:1 MAX.
℄
4" CONCRETE SIDEWALK
8" OF 2" MINUS GRAVEL SUB-BASE
6" CONCRETE CURB AND GUTTER

TYPICAL STREET SECTION

NO SCALE

HGE INC
ENGINEERS & PLANNERS
405 N FIFTH/COOS BAY, OR 97420
19 N W 5th/PORTLAND, OR 97209


ACKERMAN
EXISTING 21" STORM DRAIN
CONSTRUCT NEW STORM DRAIN
MARK
AVE.
GRAVEL
GRAVEL
80
82
82
90
98
100
100
94
88
90
96
100
110
NEW 40' WIDE ROADWAY
WALLACE STREET
OCEAN
N
WALLACE
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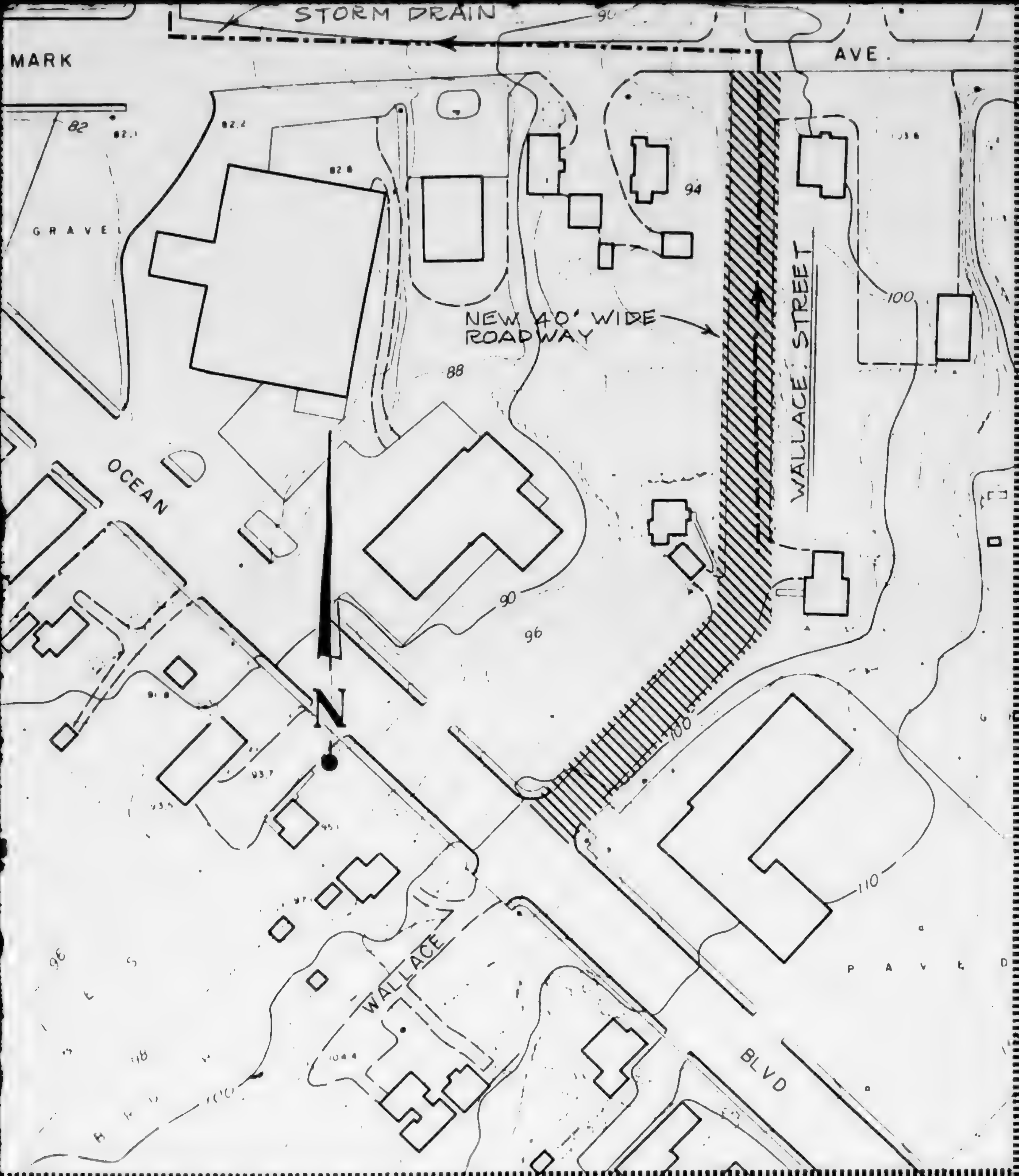
96


STORM DRAIN
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AVE.
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GRAVEL
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NEW 40' WIDE ROADWAY
WALLACE STREET
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88
OCEAN
90
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100
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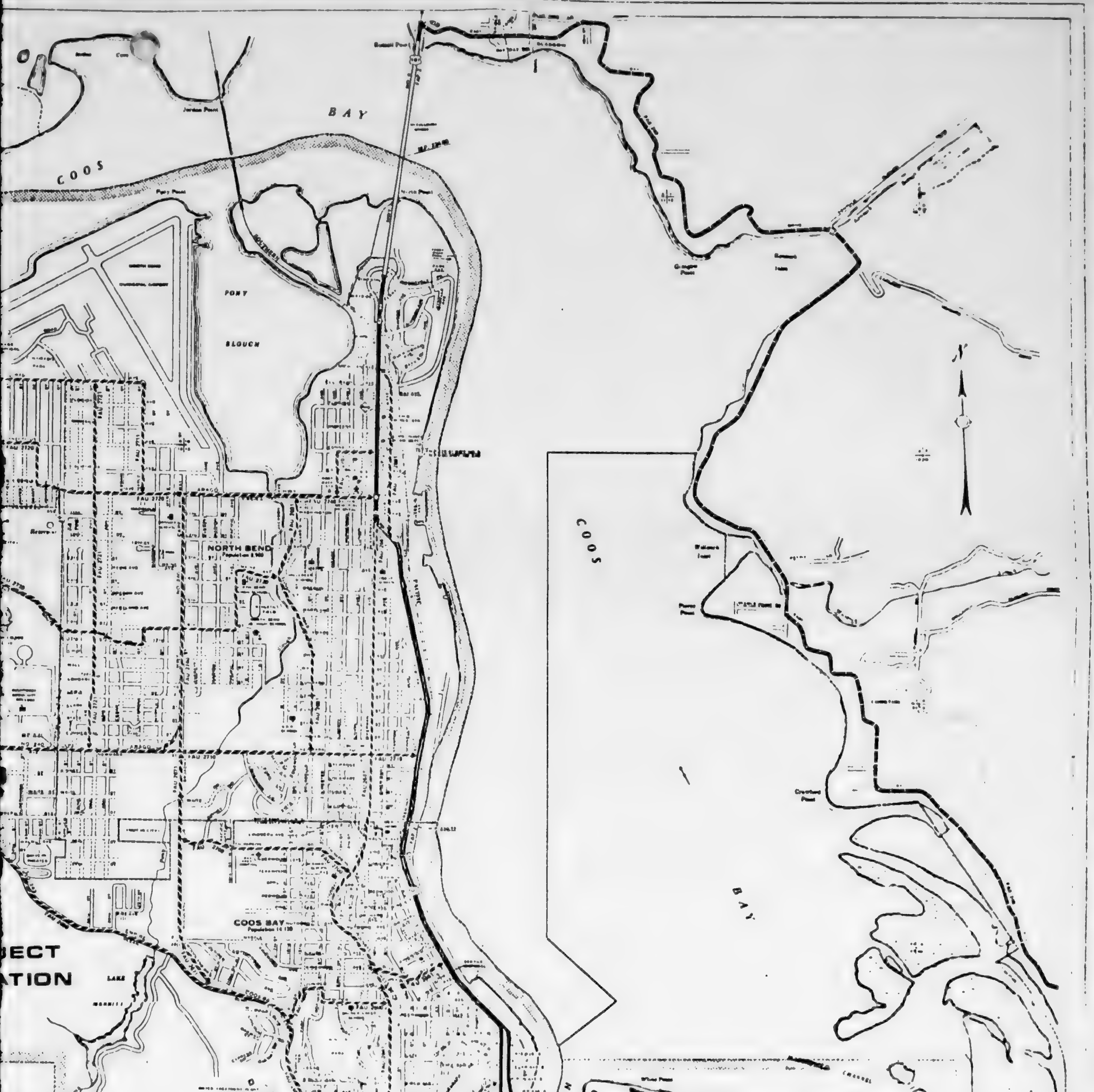
WALLACE
PAVED
BLVD
100

WALLACE ST.
FAUS PROJECT

HGE INC
ENGINEERS & PLANNERS
COOS BAY, OREGON / 5th AND HIGHLAND 97420

SCALE
1" = 100'


COOS BAY
PONY SLOUGH
NORTH BEND
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COOS BAY
ISTHMUS SLOUGH
EASTSIDE
ENGLEWOOD
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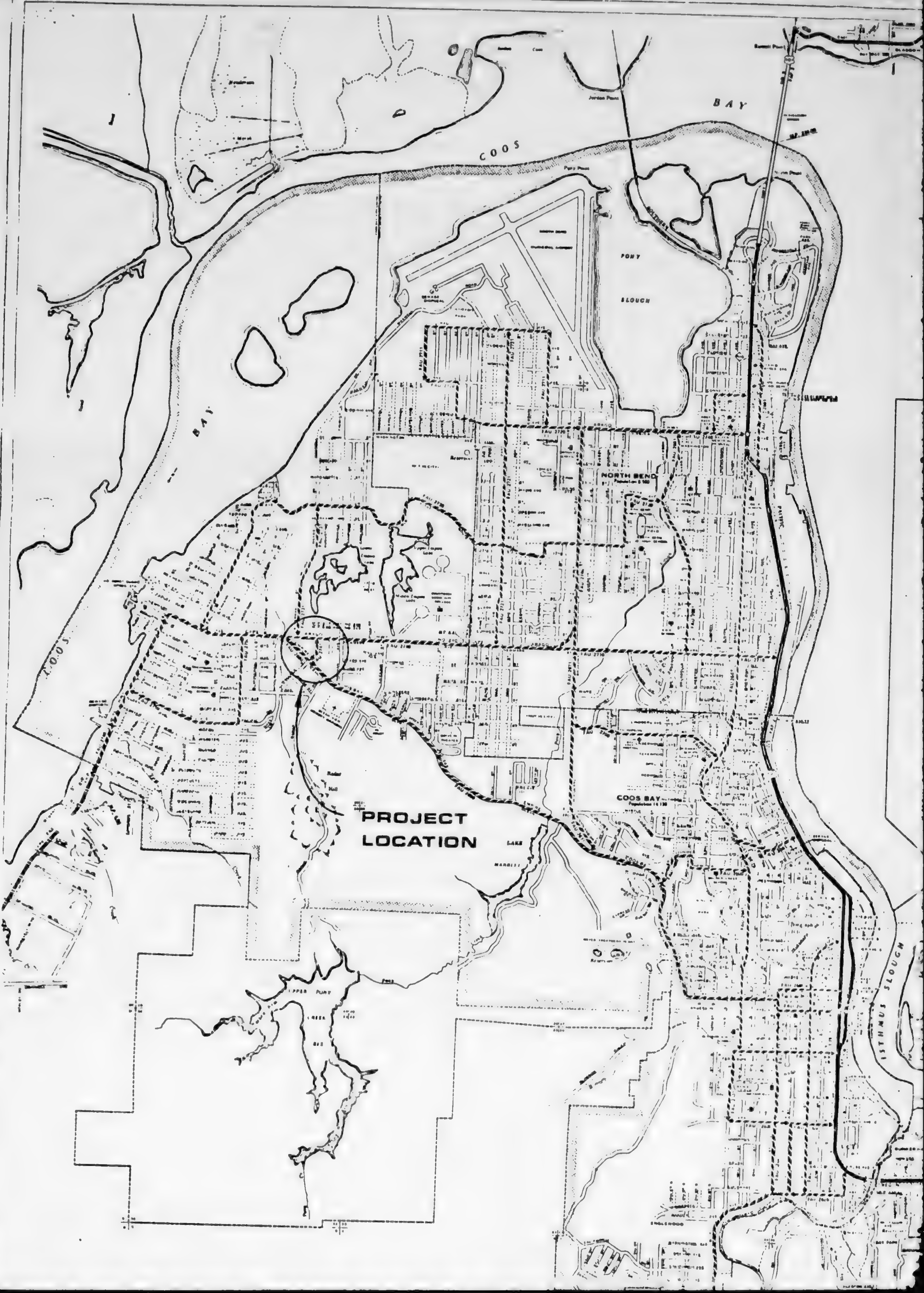
COOS
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SLOUGH
NORTH BEND
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COOS
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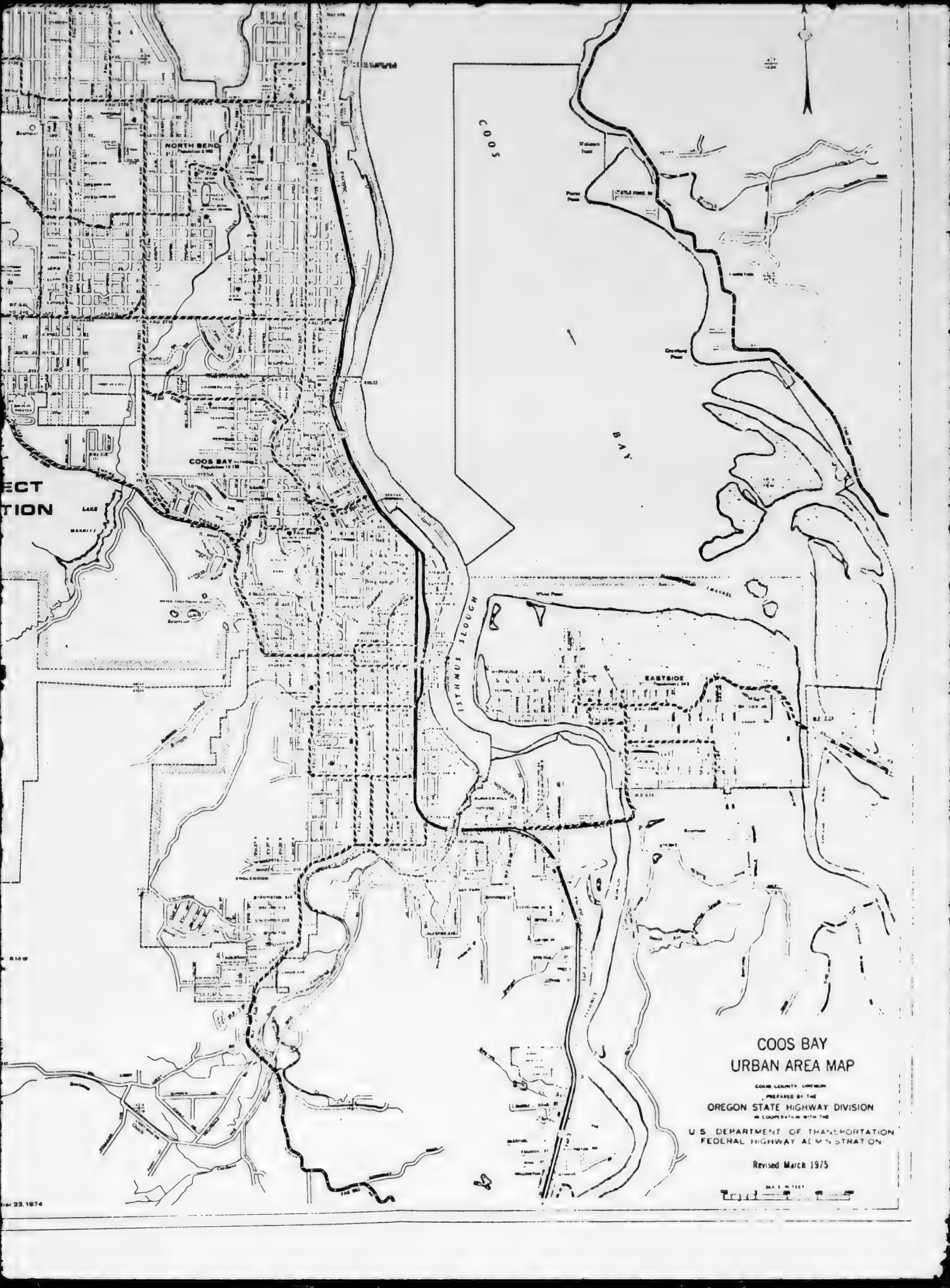
PROJECT
LOCATION
LAKE
UPPER PONY
CREEK
ISTHMUS SLOUGH


NORTH BEND
COOS BAY
EASTSIDE
COOS
BAY
ISTHMUS SLOUGH
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LAKE
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ber 23, 1974

COOS BAY
URBAN AREA MAP

COOS COUNTY OREGON

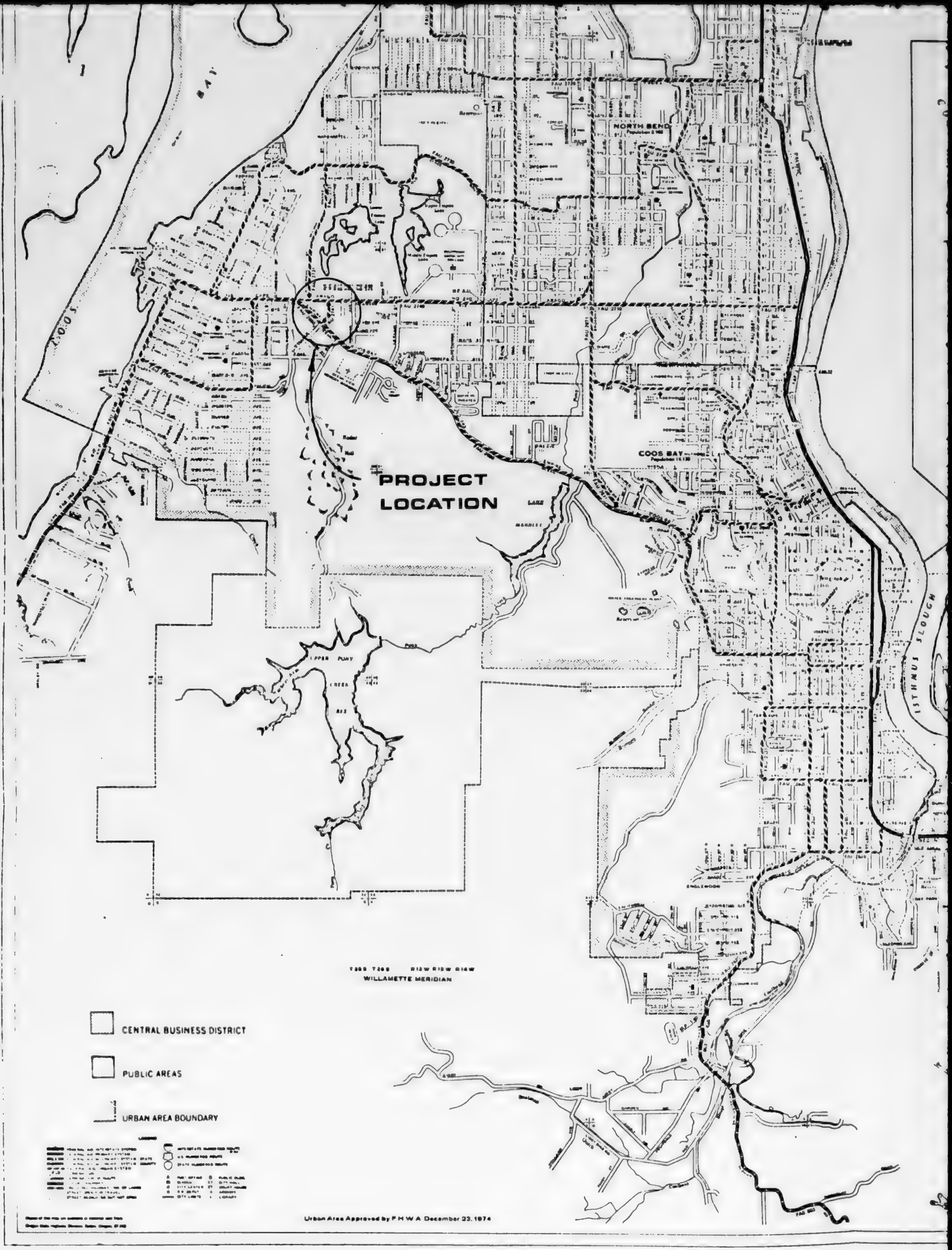
PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised March 1975


BAY
COOS
NORTH BEND
PROJECT LOCATION
COOS BAY
ISTHMUS SLOUGH
UPPER PONY CREEK
WILLAMETTE MERIDIAN
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY
Urban Area Approved by F H W A December 23, 1974

1980 Silverton Rd. at Lana 9138
Ave. (Salem) Sec. (Gr., pav. &
sig.)

1121

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE 3/28/84	YOUR ORDER NUMBER	INVOICE NUMBER 139013	BILLING REQ. NUMBER CA 2724

CODE: SALEMCS

- CITY OF SALEM
- CITY HALL
- 555 LIBERTY ST SE

SALEM OR 97301

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			737.42
324-1045	296	00	000		90.78
324-1952	296	00	000		646.64
324-1045	295	00	000		(90.78)
324-1952	295	00	000		(646.64)

↑ FOLD

DESCRIPTION	TOTAL PRICE
FINAL BILLING: SILVERTON RD AT LANA AVENUE - SALEM FED. PROJECT NO. M1720(2)	
CITYS SHARE OF COSTS PER ATTACHED ITEMIZED STATEMENT	11,737.42
LESS: CITY'S ADVANCE DEPOSIT	(11,000.00)
BALANCE DUE FROM CITY	737.42
110.00 ACCT. FINAL	

734-1150 (7-81)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER 139013

DATE 3/23/84

PURCHASE ORDER NUMBER

☐ PARTIAL ☒ FINAL

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER CA 2724

CODE SALEMCS

BILL TO:

City of Salem
City Hall
555 Liberty St S.E.
Salem OR 97301

CREDIT DISTRIBUTION

324.02	737.42
324-1045-296-00-000	90.78
324-1952-296-00-000	646.64
324-1045-295-00-000	<90.78>
324-1952-295-00-000	<646.64>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Billing: Silverton Rd at Lana Avenue - Salem	
Fed. Project No. M1720(2)	
City's share of costs per attached itemized statement	11,737.42
Less City's Advance Deposit	11,000.00
Bal. Due from City	737.42
110.00	
SALEMCI Inv. 2643	

Advance Deposit Amount	$ 11,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 8,000.00
Balance	$ 3,000.00
Transfer to Highway Fund	$ 3000.00
Refund Due	$ — 0 —

AMOUNT DUE $ 737.42

SUBMITTED BY J. Hensley

APPROVED BY Frank R Griffin

734-1191 (9-81)

7 = 1

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: March 7, 1984

CITY: Salem AGREEMENT NO.: 6835 PROJECT NO.: M-1720(2)

CONTRACT NO.: 9138 SECTION: Silverton Road at Lana Avenue

Preliminary Engineering (Prefix No. 324-1952):

Project Manager	$ 164.26
Payment to Local Government	7,777.16
Final Design	330.28
Soils and Geology	114.24
Signing	330.62
Utility Liaison	166.34
Audit Expense	96.22
Program Section	376.66
Specifications	1,114.41
Administrative Services	41.79
Environmental Section	401.80
TOTAL P.E. COST	$ 10,913.78

Construction (Prefix No. 324-1045):

Payment to Contractor	$ 125,559.21
Interest on Final Payment	92.74
SFO #1 Permanent Striping (City)	937.21
SFO #2 Furnish Traffic Signals (City)	8,862.02
SFO #3 Adjust Valve Boxes (City)	2,391.85
SFO #4 State Furnished Materials and Installation	23,986.08
Construction Engineering	4,024.18
Payment to Local Government	18,729.00
Audit Expense	188.86
Program Section	68.45
Salem Lab	148.32
Technical Services	26.50
Construction Section	638.88
EEO Monitoring	60.40
TOTAL CONSTRUCTION COST	$ 185,713.70

SUMMARY:

Total P.E. Cost		$ 10,913.78
Total Construction Cost		185,713.70
TOTAL PROJECT COST		$ 196,627.48
Less Federal Funds:		
P.E.	$ 9,620.50	
Construction	163,624.88	(173,245.38)
BALANCE		$ 23,382.10
Less Non-Participating Interest		(92.74)
AMOUNT TO BE SHARED		$ 23,289.36
STATE SHARE: 50% of $23,289.36 =	$ 11,644.68	
CITY SHARE: (50% of 23,289.36) + 92.74 =	$ 11,737.42	
Less City Advance Deposit 5-19-80 =	$(11,000.00)	
BALANCE DUE FROM CITY	$ 737.42	

GEZ:jc

324-1045
324-1952

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

S E VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE
Oregon

VOUCHER PERIOD
FROM 3/26/79
TO 8/13/82

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-1720(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 10,913.78	$ 10,913.78	88.15%	$ 9,620.50	$ 9,620.50	$ 0.00
185,713.70	185,620.96	88.15%	163,624.88	163,624.88	0.00
$196,627.48	$196,534.74	88.15%	$173,245.38	$173,245.38	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
11/1/83

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Silverton Rd. at Lana Ave. (Salem)					
	City Street in Marion County					
	Preliminary Engineering					
	Type Code P.E.					
	Work by City of Salem	All	Required		$ 7,777.16	
	State	All	Required		3,040.40	
	Total Participating Preliminary Engineering				$ 10,817.56	
	Construction					
	Type Code Y008					
	Roadway (Sta. 19+40 To Sta. 28+19.46)					
	Final Contract Payment Summary	Lump	Sum		88,490.42	
SFO	#1 Permanent Pavement Striping (City of Salem)	All	Required		937.21	
SFO	#3 Adjust value boxes, relocate fire hydrant etc. (City of Salem)	All	Required		2,391.85	
	Total Participating Type Code Y008				$ 91,819.48	
	Type Code Y031					
	Traffic Signal (Sta. 24+80)					
	Final Contract Payment Summary	Lump	Sum		$ 37,068.79	
SFO	#4 State to furnish signal materials and install controller	All	Required		23,986.08	
SFO	#2 Furnish three traffic signals (City of Salem)	All	Required		8,862.02	
	Total Participating Type Code Y031				$ 69,916.89	
	Misc. Project Cost					
	Audit Expense (P.E.)	All	Required		96.22	
	Audit Expense (Const.)	All	Required		188.86	
	EEO Monitoring Expense	All	Required		60.40	
	Total Participating Misc. Project Cost				$ 345.48	
	Construction Engineering					
	State	All	Required		$ 4,906.33	
	City of Salem	All	Required		18,729.00	
	Total Participating Construction Engineering				$ 23,635.33	
	Total Participating Construction Cost				$196,534.74	
	Nonparticipating Project Cost					
	Interest on Final Payments	All	Required		92.74	
	Total Project Cost				$196,627.48	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/10/83.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          NOVEMBER 19[illegible]      PAGE [illegible]

                                                                                       FISCAL           GRAND TOTAL
     DESCRIPTION                    PREFIX  FUNCTION SUB F  GP  CURRENT MONTH       YEAR TO DATE          TO DATE
                                                                                                                         STATE
 SPTC XING & TILE RD NE-SALEM  CONT NO      FA PROJ NOS RRP 0000019 100
                                 324   1949     296       00 N 9                                       [illegible]CR
                                 324   1949     298       00 N 9                                       55.90
                                 324   1949     905       00 P 1                                       [illegible]
                                 324   1949     907       00 P 1                                       16.26
                                 324   1949     920       00 P 1                                       31.35
                                                TOT       P1
                                          ** JOB TOTALS **                     **                **     31.35  **
                                                                                                                         STATE
 SALEM  SPRR XING & TILE ROAD  CONT NO     * FA PROJ NOS RRU 000L046 100
                                 324   1951     296       00 N 9                            263.95CP   473.52CP
                                 324   1951     298       00 N 9                            263.95     473.52
                                 324   1951     901       00 P 1                            293.27     293.[illegible]
                                 324   1951     905       00 P 1                                        99.70
                                 324   1951     913       00 P 1                                         9.25
                                 324   1951     914       00 P 1                                       124.92
                                                TOT       P1                                293.27     526.14
                                          ** JOB TOTALS **                     **           293.27 **  526.14  **
                                                                                                                         STATE
 SILVERTN RD-LANA AVE SALEM    CONT NO     * FA PROJ NOS M   1720002 100
                                 324   1952     296       00 N 9                            430.62   9,615.04CP
                                 324   1952     298       00 N 9  Fed                       430.62CP 9,615.04
                                 324   1952     901       00 P 1                                       164.2[illegible]
                                 324   1952     902       00 P 1                            433.88CP 7,[illegible].15
                                 324   1952     905       00 P 1                                       330.[illegible]
                                 324   1952     910       00 P 1                                       114.24
                                 324   1952     911       00 P 1                                       230.6[illegible]
                                 324   1952     914       00 P 1                                       166.[illegible]
                                 324   1952     915       00 P 1                                        96.[illegible]
                                 324   1952     920       00 P 1                                       376.55
                                 324   1952     921       00 P 1                                     1,114.41
                                 324   1952     922       00 P 1                                        41.7[illegible]
                                 324   1952     927       00 P 1                                       301.30
                                                TOT       P1                                433.88CP  10,912.7[illegible]
                                          ** JOB TOTALS **                     **           433.88CP** 10,912.7[illegible]  **
                                                                                                                         STATE
 SPTC@14 ST (SALEM)            CONT NO     * FA PROJ NOS PRS 0003007 100
                                 324   1957     905       00 N 1                                        54.94
                                 324   1957     914       00 N 1                                        62.46
                                                TOT       N1                                           117.40
                                          ** JOB TOTALS **                     **                **    [illegible]  **
                                                                                                                         STATE
 TRANSIT SYS TERMINAL STU      CONT NO      FA PROJ NOS M   0000010 100
                                 324   1960     295       00 N 9                                      [illegible]
 324   1044     946       00 P [illegible]                                                     6[illegible] 30   21   [illegible]
 324   1044     948       00 P 1                                                            1.[illegible]09 [illegible]2   21   22
 324   1044     950       00 P 1                                                             201 02   21   22
 324   1044     950       00 P 2                                                              27 00   21   22
 324   1044     950       00 N 1                                                                 [illegible] 55   21   22
 324   1044     950       00 N 2                                                             3[illegible]5 72   21   21
 324   1044     960       00 N 1                                                              25 19   21   21
 324   1044     960       00 N 2                                                              2[illegible] 18   20   20
 324   1044     985       00 P 1                                                                 [illegible] 02   20   20
 324   1044     985       00 P 2                                                         363 714 41
                TOT       P1                    270 57              270 57               102 62[illegible] [illegible]
                TOT       P2                     30 06               30 06                1[illegible] [illegible]
                TOT       N1                                                                     [illegible]
                TOT       N2                                                                    [illegible]
              ** JOB TOTALS **                  300 63  **          300 63  **   1 0[illegible]0 [illegible] [illegible] 13  **

                                                                                                      STATE
SILVERTON RD @ LANA AVE     CONT NO 9139 * FA PROJ NOS M   1720002 100                      125.55[illegible] [illegible]    [illegible]    31
                                324   1045     201        00 P 1 [illegible]
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                                                                             NOVEMBER 1983           PAGE  224

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         FISCAL             GRAND TOTAL      ACTIVE YRS
                                                                                                     TO DATE         BEG    END
      DESCRIPTION           PREFIX  FUNCTION SUB F  GF  CURRENT MONTH         YEAR TO DATE              92 74        21     [illegible]
                        324   1045     206        00 N 1 [illegible]                    300 00CR        9.362 02         21     [illegible]
                        324   1045     210        02 P 1 [illegible]     300 00CR         1 37CR                         20     [illegible]
                        324   1045     210        02 N 1                   1 37CR         4 79CR                         20     [illegible]
                        324   1045     210        03 P 1                   4 79CR       805 35         23.936 08         20     [illegible]
                        324   1045     210        04 P 1 [illegible]     805 35           09CR                           20     [illegible]
                        324   1045     210        04 N 1                     09CR        67 91CR           937 21        21     [illegible]
                        324   1045     220        01 P 1 [illegible]                    101 45CR         2 791 35        20     [illegible]
                        324   1045     225        02 P 1 [illegible]      22 90CR                        9 0[illegible] 00        21     [illegible]
                        324   1045     295        00 N 9 [illegible]                  1.314 13         171.624 88CR      20     [illegible]
                        324   1045     296        00 N 9 [illegible]     1 29CR        1 314 13CR       16[illegible] 624 88        20     [illegible]
                        324   1045     298        00 N 9 [illegible]     1 29                            [illegible] [illegible] 46        20     [illegible]
                        324   1045     900        00 P 1 [illegible]                  1.9[illegible] 91CR       13.[illegible] 00        21     [illegible]
                        324   1045     902        00 P 1 [illegible]                     22 90              1[illegible] [illegible]5        [illegible]     [illegible]
                        324   1045     915        00 P 1 [illegible]      22 90                              [illegible] 45        20     [illegible]
                        324   1045     920        00 P 1 [illegible]                                       14[illegible] [illegible]        21     [illegible]
                        324   1045     940        00 P 1 [illegible]                                          [illegible] 50        21     [illegible]
                        324   1045     944        00 P 1 [illegible]                                          6[illegible] [illegible]        21     [illegible]
                        324   1045     945        00 P 1 [illegible]                                          [illegible] [illegible]        21     [illegible]
                        324   1045     948        00 P 1 [illegible]                                           60 40        20     [illegible]
                        324   1045     985        00 P 1 [illegible]                  2 062 91CR       135 620 96
                                       TOT        P1                      1 46          1 46CR            92 74
                                       TOT        N1                      1 46CR  **    2 064 37CR**      135 713 [illegible]  **
                                    ** JOB TOTALS **
                                                                                                    BWN 1520001 100 STATE
12TH AVE ST SE PRINGLE ROAD   CONT NO 9159 * FA PROJ NOS BWN 1520001     BWN 1520001                   42 52[illegible] 59     37     [illegible]
                               324   1046     201        00 P 8                                          151 30         [illegible]     [illegible]
                               324   1046     201        00 N 8                                          151 30CR       [illegible]     [illegible]
                               324   1046     203        00 P 8                                              [illegible]4       [illegible]
                               324   1046     206        00 N 8                                           [illegible] [illegible]
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W32 BILLING NUMBER 23 FHWA BILLING VOUCHER

PREFIX	GRP FL		FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
324-1056	1	M	-1635-004	148,922.00	173,274.89	159,498.25	88.18	140,646.09	140,572.76		73.33
>324-1056	8	M	-1635-004	6,500.00	7,334.46	7,336.63	88.18	6,468.91	6,463.91		5.00
		PROJ	TOTALS	155,422.00	180,609.35	166,834.88		147,115.00	147,036.67		78.33
324-1060	1	M	-1640-001	95,400.00	104,499.70	105,636.08	88.18	93,149.90	93,149.90		
324-1060	8	M	-1640-001	4,000.00	3,952.42	3,952.42	88.18	3,485.24	3,485.24		
324-1935	1	M	-1640-001	2,144.00	7,696.89	8,014.96	85.80	6,876.84	2,144.00	4,732.84 B	
		PROJ	TOTALS	101,544.00	116,149.01	117,603.46		103,511.98	98,779.14	4,732.84	
324-1989	1	M	-1680-001	20,273.00	14,057.89	14,879.85	88.15	13,116.59	13,116.59		
224-1910	1	M	-1685-001	5,148.00	12.78	12.78	85.80	10.97	10.97		
324-1925	1#	M	-1705-001	282,078.66	329,273.02	323,763.01	85.80	282,078.66	282,078.66		
024-1969	1	M	-1705-002	300.00	909.75	909.75	85.80	780.57	780.57		
324-1940	1	M	-1705-002	160,700.00	187,910.17	187,298.02	85.80	160,701.70	160,700.00	1.70 B	
324-1969	1	M	-1705-002	23,398.00	27,458.73	27,458.73	85.80	23,559.59	23,398.00	161.59 B	
		PROJ	TOTALS	184,398.00	216,278.65	215,666.50		185,041.86	184,878.57	163.29	
224-2523	1	M	-1705-006	846,240.00	997,643.03	997,558.26	88.15	879,348.14	846,240.00	33,108.14 B	
>324-1080	1	M	-1705-008	396,360.00	494,839.75	483,658.58	81.83	395,777.82	395,777.82		
>324-1080	8	M	-1705-008	17,000.00	20,741.15	20,741.15	81.83	16,972.48	16,972.48		
		PROJ	TOTALS	413,360.00	515,580.90	504,399.73		412,750.30	412,750.30		
>324-1089	3	M	-1705-009	445,858.00	524,507.67	523,597.60	85.00	445,057.96	441,325.82		3,732.14
324-1089	8	M	-1705-009	44,000.00	46,518.08	46,440.10	85.00	39,474.09	39,461.92		12.17
		PROJ	TOTALS	489,858.00	571,025.75	570,037.70		484,532.05	480,787.74		3,744.31
324-1996	1	M	-1720-001	80,476.00	103,504.14	101,361.66	85.80	87,397.30	80,476.00	6,921.30 B	
324-1045	1#	M	-1720-002	163,624.88	185,713.70	185,620.96	88.15	163,624.88	163,624.88		
324-1952	1#	M	-1720-002	9,620.50	10,913.78	10,913.78	88.15	9,620.50	9,620.50		
		PROJ	TOTALS	173,245.38	196,627.48	196,534.74		173,245.38	173,245.38		
224-2539	1	M	-1720-003		26,308.45	26,308.45	88.15	23,190.90		23,190.90 A	
324-1980	1#	M	-1830-001	54,543.15	63,680.20	63,570.10	85.80	54,543.15	54,543.15		
224-1956	1	M	-1830-002	21,500.00	23,148.99	22,968.44	88.15	20,246.68	20,246.68		
224-2522	1#	M	-1830-003	125,616.46	142,454.59	142,454.59	88.18	125,616.46	125,616.46		
324-1050	1	M	-1830-004	180,427.00	204,304.46	204,304.46	88.18	180,155.67	180,155.67		

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 735-880

rn

cc: OSHD, H. S. Coulter

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 7-27-82	REPORT MADE BY Wm. H. Kappus, Area Engineer		PROJECT NO. M-1720(2)
COMPLETION DATE 9/24/80	ACCEPTANCE DATE BY CONTRACT AGENCY 6/16/81	TIME ELAPSED 9/24/80 %	CONTRACT TIME 8/15/80
APPROVED EXTENSIONS 9/24/80	LOCATION At the intersection of Lana Avenue with Silverton Road in N. E. Salem, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SILVERTON ROAD - LANA AVENUE (SALEM)

SILVERTON-ROAD

Grading, Paving, and Signal

This project provided for the construction of turning bays and the installation of a traffic signal.

The total cost of the project underran the original estimate by approximately 5%. The completion date of 8/15/80 was extended to 9/24/80.

A final inspection of the completed project was made October 3, 1980.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 3 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 7-30-82	TITLE Field Operations Engineer	DATE 8-2-82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

File L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Paul Bros., Inc. No. 8781	Cow Creek Safety Rest Area Douglas County	June 5, 1981
Dales Sand & Gravel Co., Inc. No. 9096	Scholls Hwy. @ Allen Blvd. (Beaverton) Washington County	June 5, 1981
R. L. Coats No. 9028	Plainview Rd.-Deschutes River Deschutes County	June 8, 1981
Oceanlake Paving Co. No. 8969	Port Drive (Depoe Bay) Lincoln County	June 12, 1981
Salem Road & Driveway Company No. 9138	Silverton Rd. NE & Lana Ave. (Salem) Marion County	June 16, 1981
Western Const., Inc. No. 8880	Brogan Hill-Brogan Malheur County	June 17, 1981
Weaver Construction Co. No. 9114	Wenaha River (Troy) Bridge Wallowa County	June 18, 1981
Hamilton Construction Co. No. 8989	Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs.	June 19, 1981
J. C. Compton Co. No. 9133	W. Cascade Locks Intchge.-Herman Creek, Hood River Co.	June 19, 1981
Tice Electric Co. No. 9154	Sandy Blvd. @ 50th & 70th Aves. Multnomah County	June 25, 1981
Hansen Electric Co., Inc. No. 9168	Oregon Coast Hwy. @ N. 22nd St. (Lincoln City) Lincoln County	June 25, 1981
Stach Construction Co. No. 9206	"D" Canal (6th St.) Bridge Klamath County	June 25, 1981
Roy L. Houck Construction Co. No. 8882	Pine St. NE-Academy St. NE (Salem) Marion County	July 7, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Ajax Electric Co. No. 9131	Portland Traffic Signals @ 5 Locations Multnomah County	July 7, 1981
Weaver Construction Co. No. 9231	Pine Creek (Main St.) Bridge Umatilla County	July 7, 1981
Platt-Kozowski Corp. No. 8919	Applegate River Bridge Josephine County	July 7, 1981

July 13, 1981 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

9138

July 1, 1981

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

CON 5
#9138

Gentlemen:

On June 22, 1981, we wrote to you concerning release of final payment on Contract No. 9138 awarded to Salem Road & Driveway Co. for work on Silverton Road at Lana Avenue in Salem, Marion County.

Final payment on this contract is $3,664.11 and the total contract amount is $125,559.21. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas

cc: Salem Road & Driveway Co.
1952 Turner Road
Salem, OR 97308

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9138 4-6-81

LANA / SILVERTON ROAD
Job Narrative

A pre-construction conference was held on May 29, 1980. The telephone, gas, electric power, and City Water Company were represented.

Conflicts were pointed out. The power poles on the south side would need to be moved over to the property line to the south.

P.G.E. gave us a tentative date of June 16, 1980 to have the poles moved to the property line.

They missed this by nine days. This did not really cause the contractor a delay, because his subcontractors needed time to do their work, and were able to work around the poles without any problem.

The Gas Company just had some crossings and wouldn't be in the way.

The Telephone Company needed to transfer their line over to the new poles, and raised their crossing on Lana Avenue.

Fire hydrants were relocated before the project started. The contractor finally got started on June 13, 1980. The reason he had not started before was the documentation on his subcontractors was not in, and still was not done on June 13, 1980.

The State gave Salem Road & Driveway approval to start work which they did, but we had to hold up pay estimates for two months waiting on subcontractor approval.

The contractor finally got his paper work in and we released his monies in July 1980.

Stage construction called for doing the south half first and then moving traffic on the newly finished roadway. This was completed on time.

Traffic signals were to be furnished by the City, but were put on back order. This held up the completion date, and we ended up granting a time extension.

On July 23, 1980 we received a call from Mr. Weiner about his ingress and egress to his car lot on the northeast corner of Lana & Silverton Road. He claimed that there was no access to his property and that it was costing $500 to $1,000 a day for lack of access. We instructed the contractor to be sure he had at least one driveway open at all times, which he did.

In conclusion, the project went along fairly well. The contractor did have some trouble getting his Rock Compaction, but it was the way they were placing the rock.

Terrence C. Potthoff

1 Verstang ✓
Anderson AM
2 Christensen AEH
Olson
Sullivan
Temple
Trom
Wakefield

RECEIVED
APR 0 6 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

REFERRED TO
Board ✓ Stoudenmeyer
Cole Moss
Erikson Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: Silverton Rd. at Lana Ave.
HIGHWAY: FAU 1720 (Silverton Rd.)
COUNTY: Marion

CONTRACT #: 9138
PREFIX #: 324-1045
F.A.P. #: M-1720(2)

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	$133,536.77	$110,733.51	-17.08
Anticipated Items	41,900.00	33,129.72	-20.93
Contingencies	7,894.65	14,043.50	+77.89
Engineering	15,789.31	18,183.85	+15.17
Total	199,120.73	176,090.58	-11.6

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)

No substantial changes in total project cost were encountered.

Terrence C. Potthoff

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 12-185		County Marion
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number 1720(2)
MODIFICATION NUMBER 2	[illegible]	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 16, 19 ~~80~~ 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 205,882.00	$ 208,582.00
Federal funds	$ 181,470.00	$ 183,248.00
Other revisions		

This modification is made for the following reasons: To include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of December, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 18, 1980

Federal Aid Project
No. M-1720(2)

Silverton Road at Lana Ave.
FAU 1720 (Silverton Road)
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$ 12,300.00

Type Code Y008
Roadway (Sta. 19+40 to Sta. 28+19.46)

Total the same as previous estimate of 5-23-80	$111,428.00

Type Code Y031

Total the same as previous estimate of 5-23-80	$ 84,854.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 12,300.00	$ 10,828.00	$ 736.00	$ 736.00
Roadway	111,428.00	98,222.00	6,603.00	6,603.00
Traffic Signals	84,854.00	74,798.00	5,208.00	5,208.00
TOTAL	$208,582.00	$183,848.00	$12,547.00	$12,547.00

Group 1-100%
Prefix 324-1952
Prefix 324-1045

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 6-137

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Marion

Project Number M-1720(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 16, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,600.00	$ 205,882.00
Federal funds	$ 8,450.00	$ 181,470.00
Other revisions		

This modification is made for the following reasons:

To include construction contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of June, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, May 23, 1980

Federal Aid Project
No. M-1720(2)

Silverton Road at Lana Ave. (Salem)
FAU 1720 (Silverton Road)
Marion County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 9,600.00

Type Code Y008
Roadway (Sta. 19+40 to Sta. 28+19.46)

Mobilization	All Required		$ 12,445.00
Temporary Protection and Direction of Traffic	All Required		2,700.00
Temporary Signs	182 Sq.Ft.	8.61	1,567.02
Temporary Barricades	4 Each	40.00	160.00
Flagmen	450 Hour	18.00	8,100.00
Clearing and Grubbing	All Required		310.00
Removal of Structures and Obstructions	All Required		1,722.00
General Excavation	1,625 Cu.Yd.	4.07	6,613.75
Trench Excavation	58 Cu.Yd.	9.90	574.20
Special Backfill	61 Cu.Yd.	9.15	558.15
1-1/2" - 0 Aggregate Base	1,910 Ton	5.99	11,440.90
3/4" - 0 Aggregate Base	255 Ton	5.99	1,527.45
Class "B" Asphalt Concrete	740 Ton	25.17	18,625.80
Class "C" Asphalt Concrete	305 Ton	26.24	8,003.20
Asphalt in Tack Coat	6 Ton	248.00	1,488.00
8-inch Concrete Storm Drain Pipe	12 Lin.Ft.	11.00	132.00
10-inch Concrete Storm Drain Pipe	230 Lin.Ft.	11.00	2,530.00
Concrete Inlets, Type 1	1 Each	340.00	340.00
Concrete Inlets, Type 2	5 Each	340.00	1,700.00
Concrete Walks	485 Sq.Yd.	12.75	6,183.75
Concrete Driveways	81 Sq.Yd.	15.85	1,283.85
Sidewalk Ramps	1 Each	250.00	250.00
Concrete Curbs, Type A	49 Cu.Yd.	120.00	5,880.00
Concrete Curbs, Type C	2 Cu.Yd.	120.00	240.00
Concrete Curbs, Extruded	200 Lin.Ft.	1.55	310.00
Extra for Asphalt Walks and Driveways	195 Sq.Yd.	7.06	1,376.70
Adjusting Manholes	1 Each	175.00	175.00
Adjusting Cleanouts	1 Each	120.00	120.00
Bark Mulch	2 Unit	159.00	318.00
			$96,674.77

Anticipated Items Permanent Pavement Striping	All Required	$ 1,500.00
	Subtotal	$ 98,174.77
	Engineering	13,253.23
	Total	$111,428.00

Type Code Y031
Traffic Signal (Sta. 24+80)

Traffic Signal Installation, Complete	All Required	$ 36,862.00
		$ 36,862.00
Anticipated Items State & City Furnished Signal Material	All Required	37,900.00
	Subtotal	$ 74,762.00
	Engineering	10,092.00
	Total	$ 84,854.00

Length of Project . . . . 0.00 Mi.

Work Retained in Program Status
(not included in amounts below)

Work by City of Salem (Water)	All Required	$ 1,000.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 9,600	$ 8,450	$ 575	$ 575
Roadway	111,428	98,222	6,603	6,603
Traffic Signals	84,854	74,798	5,028	5,028
Total	$205,882	$181,470	$12,206	$12,206

Group 1 100%
Contract No. 9138
Prefix: 324-1952
Prefix: 324-1045

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. H-109	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	Oregon County Marion Project No. M-1720(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Silverton Rd. @ Lana Ave. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-26-79	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata [illegible]

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,000.00	$ 8,450.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Asst. State Highway Engineer
(Title)

~~By~~ For: W. S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: [illegible] L. Green

Date executed by Division Administrator APR [illegible] 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon April 10, 1979

Federal Aid Project
No. M-1720(2)

Silverton Rd. @ Lana Ave. (Salem) Section
City Street in Marion County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 9,600.00
	Total	$ 9,600.00

Length of Project. . . . . . 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 9,600.00	$ 8,450.00	$ 575.00	$ 575.00
Retain in Program (Contract Work)	$ 92,540.00	$81,520.00	$5,510.00	$5,510.00
Total	$102,140.00	$89,970.00	$6,085.00	$6,085.00

Group 1 - 100%
Prefix 324-1952

#7138

U. S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 1-1720(2)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

COUNTY NAME: Marion

ITEM NO.: 90082

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
DEC 15 '80
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

12 15

DATE PS&E APPROVED 4/23/80	DATE AUTHORIZATION EFFECTIVE 12/10/80	FEDERAL ROUTE NUMBER FAU 1720 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Silverton Road at Lana Avenue (Salem) Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change see below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/25/80 I approve the revised Preliminary Engineering Costs to a TEC of $12,500 Federal Funds $10,828.

(Increase TEC $2,700 Federal Funds $2,378)

It should be noted that PE charges are after 4/23/80 are not eligible for FA particiaption.

DATE 12/10/80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. GOVERNMENT PRINTING OFFICE

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Silverton Rd., NE @ Lana Ave. (Salem)

WEEK ENDING: 10-10-80

SECTION PREFIX: 324-1045

HIGHWAY: FAU 1720 (Silverton Rd.)

COUNTY: Marion

NAME OF JOB: Silverton Rd.@ Lana Ave. (Salem)

KIND OF WORK: Grading, Paving & Signals

CONTRACTOR: Salem Road & Driveway

CONTRACT NUMBER: 9138

FEDERAL AID PROJECT NUMBER: M-1720 (2)

DATE OF CONTRACT: May 16, 1980

DATE WORK STARTED: June 16, 1980

ESTIMATED COMPLETION DATE: August 15, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

SUPERVISION

SPECIFIED WORK DAYS ~~52~~ 44

WORK DAYS USED

SPECIFIED CALENDAR DAYS ~~120~~ 41

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: August 15, 1980

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION $199,120.73

EXCLUSIVE OF ENGINEERING $183,331.42

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $183,331.42

ESTIMATED PERCENT OVERRUN UNDERRUN ____%

ENGINEERING AUTHORIZATION $15,789.31

ENGINEERING COST TO DATE $13,000

PERCENT OF AUTHORIZATION 82%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

DATE PROJECT WAS COMPLETED 9-24-80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 16 1980
CONSTRUCTION
BRANCH

Kesey
Jackmond
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inlues
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	No work
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

[illegible]

[illegible]

SIGNED Fred O. Voss LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1980

NOTED
H. S. [illegible]

In Reply Refer to
File No CON 5 #9138

Salem Road and Driveway
Post Office Box 603
Salem, OR 97308

Re: Time Extension Request
Silverton Rd. @ Lana Ave. (Salem)
FAP No. M-1720(2)
Contract No. 9138

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. The specified completion date for this contract is hereby extended from August 15, 1980 to a new specified completion date of September 24, 1980. This additional time is granted because of late availability of materials to be furnished by the State under this contract. The revised specified completion date of September 24, 1980 will eliminate all liquidated damages under this contract.

Sincerely,

C T Keasey
C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
C. O. Fredrickson
Warren Mueller
Robert Church
FHWA (w/att.)

RECEIVED
STATE HWY ENGR
OCT 13 '80
REFER TO
FOR
Info [illegible] File

Form 734-3122

1136

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -1720(2)

STATE PROJECT NO. See Below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90082

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 21 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | [illegible] | Act | File

DATE PS&E APPROVED 4/23/80

DATE AUTHORIZATION EFFECTIVE 4/23/80

FEDERAL ROUTE NUMBER FAU 1720

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Silverton Road at Lana Avenue (Salem) Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 4/30/80 this will confirm the advance authorization date of 4/23/80 to proceed with the actual adjustments for the City of Salem's water facilities on an actual cost basis estimated to be $2,261 with Federal participation limited to $1,993.

Approval and Participation for the eligible portion of the Work Authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE 5/15/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-888

1720

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

May 15, 1980

D. E. Swan, Operation Programming Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Subject: Silverton Road at Lana Avenue
W.O. # 780421
Advance Construction Deposit

Dear Mr. Swan:

This is in reply to your letter of May 9, 1980.

Enclosed is the City's check in the amount of $11,000.00 for the subject project.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ronald J. Merry

Ronald J. Merry, P.E.
Assistant Director of Public Works/Engineering

RJM/RWL:jj
Enclosure

cc: Phil Stearns, OSHD Region 2 Federal Aid Engineer
Don MacFadden, Chief Design Engineer
Ralph Lambert, Project Engineer
Karl Goertzen, Project Engineer
Bruce Schafer, Traffic Engineer
Terry Potthoff, Consruction Manager

5-16-80
Check to Acctng.
Notified McNab
& Stearns

PROJECT MANAGEMENT BRANCH
STE ☐ STE ☐
FILE LE ☐ PRE ☐
[illegible]
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

May 9, 1980

CON 4

City of Salem
City Hall
Salem, Oregon 97301

Attn: Ralph Lambert

Gentlemen:

On May 8, 1980 a satisfactory bid was received from Comco Inc., DBA Salem Road and Driveway Co., P.O. Box 603, Salem, Oregon 97308 for construction on the Silverton Road at Lana Avenue (Salem) Section, FAU 1720. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$133,536.77
Permanent Pavement Striping	$ 1,500.00
State Furnished Signal Materials & Controller Installation	37,900.00
City of Salem (Water)	2,500.00
4 1/2% Contingencies	7,394.65
ESTIMATED TOTAL COST	$183,331.42

City's Advance Deposit:
6% of $183,331.42 = $10,999.89 or say $11,000.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than May 30, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FTH:pf

bcc w/AD # 772: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 772 when check is received.

Section Silverton Rd. at Lana Ave (Salem) Programming Estimate $ 219,000
Highway FAU 1720 (Silverton Rd.) Project Length —
County Marion Completion Time —
Kind of Work Grading, Paving & Signals ~~Est.~~ Comp. Date Aug. 15 '80
Prefix 324-1952 Letting Date May 8, '80 Project No. M-1720 (2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 156,225^{00}

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Signal Materials & Controller Installation	37,900	
Roadside Seeding & Mulching		$ 40,400^{00}
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
City of Salem (Water)	1,000	

Subtotal	$ 196,625^{00}
Contingencies (4-1/2%)	8,848^{13}
Engineering (~~8~~ 9, ~~10~~%)	17,696^{25}
Subtotal	$
Credit for	
Estimated Net Authorization, Construction	$ 223,169^{38}

APPROVED

Road Design Engineer

NOTED
D. O. Christensen

Rev 4-21-80
OK

Rev. 5/70

EGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 4-18-80

Section Silverton Rd. at Lana Ave. (Salem)

County Marion

Kind Of Work Grading, Paving & Signals

Length

Name Butler 86291

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	11,600^{00}
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	2,500^{00}
	Temporary Signs		Sq. Ft.	182	6^{00}	1,092^{00}
	Temporary Barricades		Each	4	100^{00}	400^{00}
	Flagmen		Hour	450	21^{00}	9,450^{00}
	Roadwork					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	1,000^{00}
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	6,000^{00}
	General Excavation		Cu. Yd.	1,625	8^{00}	13,000^{00}
	Trench Excavation		Cu. Yd.	58	10^{00}	580^{00}
	Special Backfill		Cu. Yd.	61	13^{00}	793^{00}
	1½"-0 Aggregate Base		Ton	1,910	8^{00}	15,280^{00}
	¾"-0 Aggregate Base		Ton	255	9^{00}	2295^{00}
	Class "B" Asphalt Concrete		Ton	740	28^{00}	20,720^{00}
	Class "C" Asphalt Concrete		Ton	305	30^{00}	9,150^{00}
	Asphalt in Tack Coat		Ton	6	300^{00}	1,800^{00}

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date
ection Silverton Rd. at Lana Ave. (Salem)
County
ind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	8-inch Concrete Storm Drain Pipe		Lin. Ft.	12	20^{00}	240^{00}
	10-inch Concrete Storm Drain Pipe		Lin. Ft.	230	13^{00}	2,990^{00}
	Concrete Inlets, Type 1		Each	1	500^{00}	500^{00}
	Concrete Inlets, Type 2		Each	5	600^{00}	3,000^{00}
	Concrete Walks		Sq. Yd.	485	17^{00}	8,245^{00}
	Concrete Driveways		Sq. Yd.	81	25^{00}	2,025^{00}
	Sidewalk Ramps		Each	1	350^{00}	350^{00}
	Concrete Curbs, Type A		Cu. Yd.	49	150^{00}	7,350^{00}
	Concrete Curbs, Type C		Cu. Yd.	2	150^{00}	300^{00}
	Concrete Curbs, Extruded		Lin. Ft.	200	3^{00}	600^{00}
	Extra for Asphalt Walks and Driveways		Sq. Yd	195	7^{00}	1,365^{00}
	Adjusting Manholes		Each	1	250^{00}	250^{00}
	Adjusting Cleanouts		Each	1	250^{00}	250^{00}
	Bark Mulch		Unit	2	100^{00}	200^{00}
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	32,900^{00}
	Total					156

FORM 734-1236 (1-79)

Section *Silverton Rd. & Lana Ave (Salem)* Programming Estimate $ *[illegible]* *Cm.*
Highway *FAU 1720 (Silverton Rd.)* Project Length *—*
County *Marion* Completion Time *—*
Kind of Work *Grading, Paving & Signals* ~~Est~~ Comp. Date *Aug. 15 '80*
Prefix *324-1952* Letting Date *May 8, '80* Project No. *M-1720 (2)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ *152,872.00*
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	*1,500*	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished *Signal Materials & Controller Installation*	*37,900*	
Roadside Seeding & Mulching		$ *40,400.00*
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
City of Salem (Water)	*1,000*	
Subtotal		$*193,272.00*
Contingencies (4-1/2%)		*8,697.24*
Engineering (~~8~~ 9, ~~10~~%)		*17,394.48*
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$*219,363.72*

APPROVED

Rec'd 4-18-80
OK
2

Road Design Engineer

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 4-18-80

Section Silverton Rd. at Lana Ave. (Salem)
County Marion
Kind Of Work Grading, Paving & Signals
Length
Name Butler 86291

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		Lump Sum	All	Lump Sum	8,925^{00}
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	488^{00}
	Temporary Signs		Sq. Ft.	182	6^{00}	1,092^{00}
	Temporary Barricades		Each	4	100^{00}	400^{00}
	Flagmen		Hour	450	21^{00}	9,450^{00}
	Roadwork					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	800^{00}
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	575^{00}
	General Excavation		Cu. Yd.	1,625	7^{70}	12,512^{50}
	Trench Excavation		Cu. Yd.	58	10^{00}	580^{00}
	Special Backfill		Cu. Yd.	61	10^{00}	610^{00}
	1½"-0 Aggregate Base		Ton	1,910	10^{00}	19,100^{00}
	¾"-0 Aggregate Base		Ton	255	10^{00}	2,550^{00}
	Class "B" Asphalt Concrete		Ton	740	31^{40}	23,236^{0}
	Class "C" Asphalt Concrete		Ton	305	29^{10}	8,875^{5}
	Asphalt in Tack Coat		Ton	6	400^{00}	2,400^{00}

OREGON STATE HIGHWAY DIVISION
SU ARY--BID SCHEDULE--COST ESTIMAT

Sheet 2 of 2
Date
Section Silverton Rd. at Lana Ave. (Salem)
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	8-inch Concrete Storm Drain Pipe		Lin. Ft.	12	11^{00}	132^{00}
	10-inch Concrete Storm Drain Pipe		Lin. Ft.	230	12^{30}	$2,829^{00}$
	Concrete Inlets, Type 1		Each	1	300^{00}	300^{00}
	Concrete Inlets, Type 2		Each	5	336^{00}	$1,680^{00}$
	Concrete Walks		Sq. Yd.	485	17^{00}	$8,245^{00}$
	Concrete Driveways		Sq. Yd.	81	25^{00}	$2,025^{00}$
	Sidewalk Ramps		Each	1	350^{00}	350^{00}
	Concrete Curbs, Type A		Cu. Yd.	49	150^{00}	$7,350^{00}$
	Concrete Curbs, Type C		Cu. Yd.	2	150^{00}	300^{00}
	Concrete Curbs, Extruded		Lin. Ft.	200	2^{90}	580^{00}
	Extra for Asphalt Walks and Driveways		Sq. Yd.	195	7^{00}	$1,365^{00}$
	Adjusting Manholes		Each	1	160^{00}	160^{00}
	Adjusting Cleanouts		Each	1	250^{00}	250^{00}
	Bark Mulch		Unit	2	70^{00}	140^{00}
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	$35,572^{00}$
	Total					$152,872^{00}$

9:51

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 3

DATE: May 2, 1980

TO: FILE

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 8, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 8, 1980 on the following subjects:

1. Division Street N.E.-Trade Street S.E. (Salem)
   Front Street
   Marion County
   Traffic Signals and Illumination

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. C.B.D. Traffic Signals in Portland
   Multnomah County
   Traffic Signals

   Same as No. 1.

3. Portland Traffic Signals
   Multnomah County
   Traffic Signals

   Same as No. 1.

4. Pacific Highway East @ S.P.T.C. U'Xing (Oregon City)
   Pacific Highway East
   Clackamas County
   Illumination

   Same as No. 1.

5. W. Cascade Locks Interchange-Herman Creek
   Columbia River Highway
   Hood River County
   Paving
   Overlay of freeway. Ten-foot shoulders available for pedestrian and bicycle traffic

Contains
Recycled
Materials

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

6. Hart Lake Bridges
County Road 3-12
Lake County
Grading and Structures
Twenty-eight-foot roadway on structures and road.
Aggregate surfacing to be done by others.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. Greenwood Street-Alamo Street (Enterprise)
West 2nd Street
Wallowa County
Grading and Paving
Six-foot shoulders provided for bicycle and pedestrian use.

Same as No. 5.

8. Hemlock Avenue-8th Terrace (Coos Bay)
10th Street North
Coos County
Grading and Paving
Four-foot-six-inch sidewalk provided on one side.

9. Newmark Avenue-Ocean Boulevard (Coos Bay)
Wallace Street
Coos County
Grading and Paving
Twelve-foot lanes with eight-foot parking.

Same as No. 6.

10. Silverton Road N.E. and Lana Avenue (Salem)
Silverton Road
Marion County
Grading, Paving and Traffic Signals. Intersection Improvement.
Five-foot sidewalks with curb cuts provided on this project.

RPS:ge

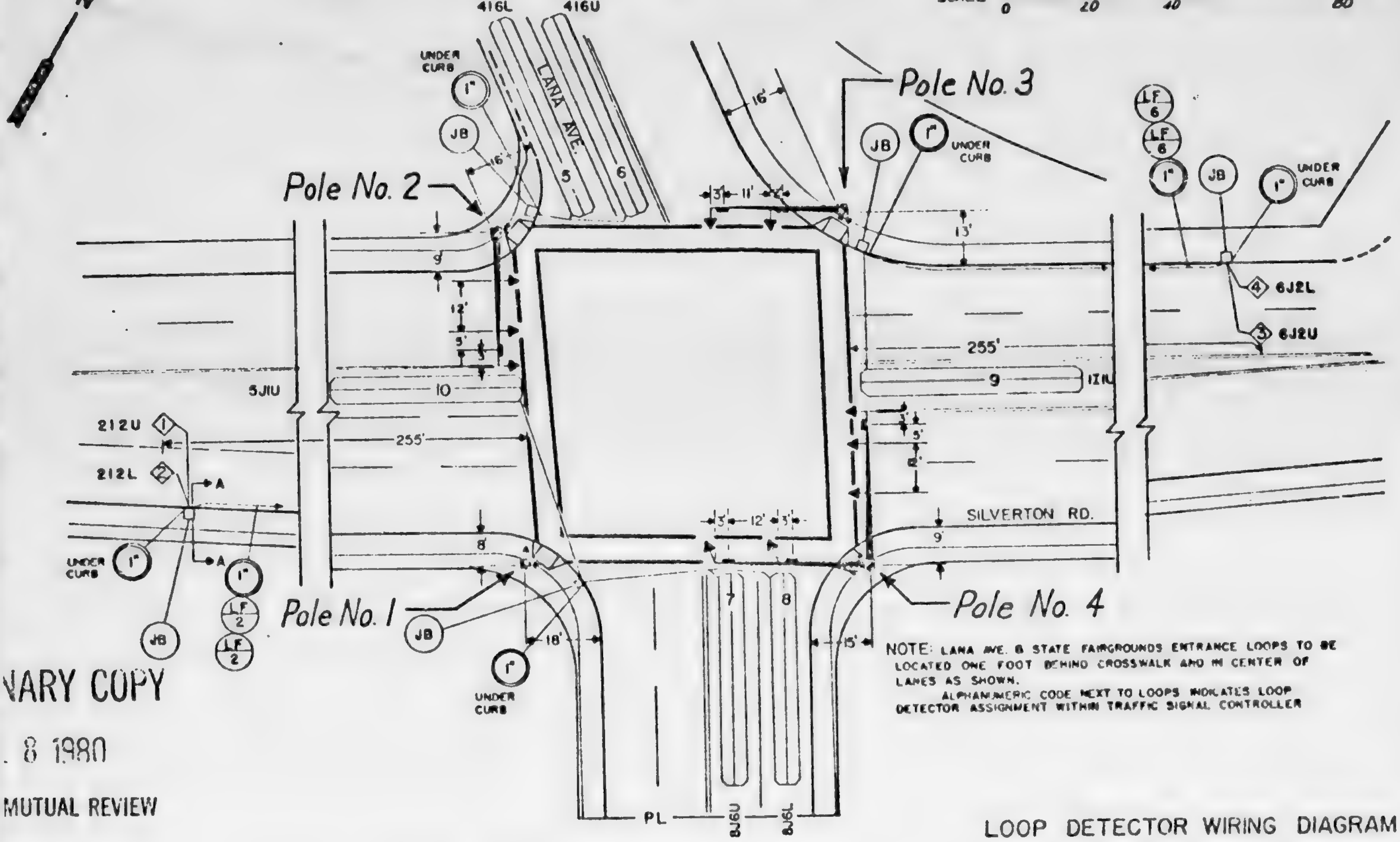
cc: F. B. Klaboe, E. S. Hunter, D. G. Talbot, L. E. George, F. E. Terpin
George Bell, Don Harwell

SILVERTON RD @ LANA AVE (SALEM) SEC. FAU 1720 (SILVERTON RD) MARION COUNTY				SHEET No. 4
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

CITY APPROVAL
4/24/80
DATE

LOOPS, BASES

SCALE 0 20 40 80 FEET

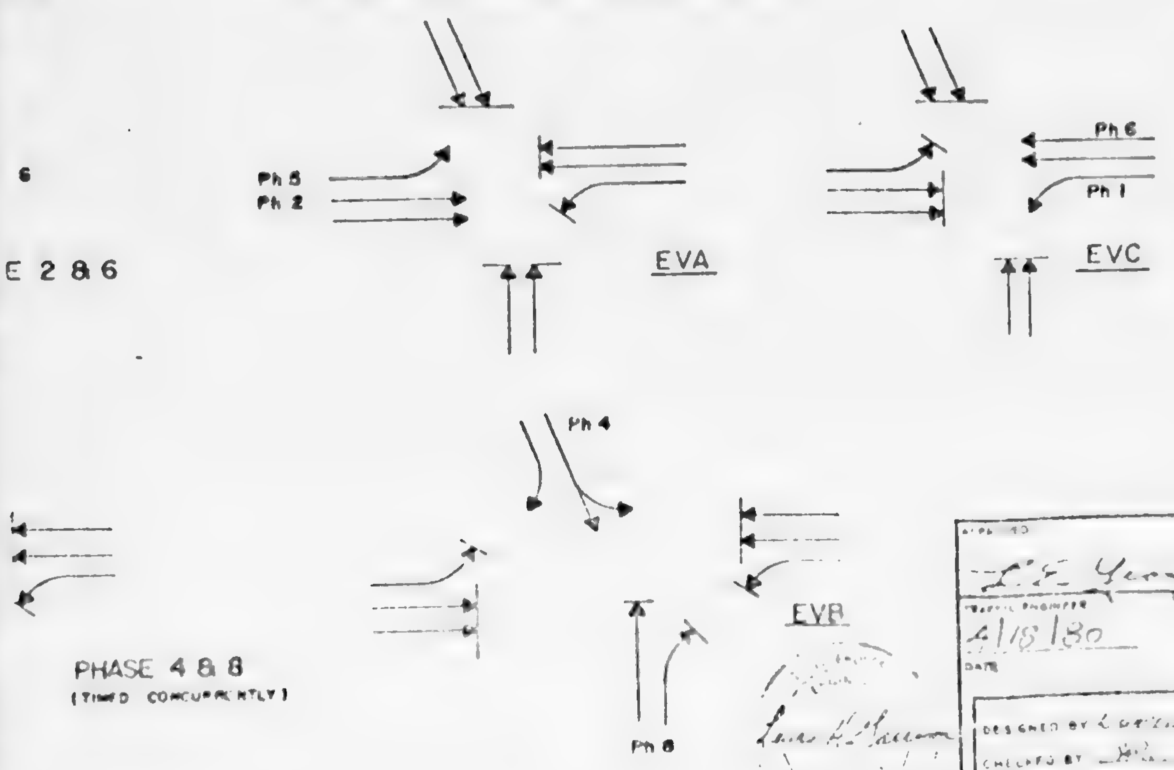

N
416L
416U
LANA AVE.
UNDER CURB
1"
JB
16'
5
6
Pole No. 2
Pole No. 3
16'
1"
UNDER CURB
LF 6
LF 6
1"
JB
1"
UNDER CURB
3'
11'
3'
13'
9'
12'
5'
5'
4 6J2L
3 6J2U
255'
5J1U
10
9
1J1L
212U 1
212L 2
255'
5'
12'
A
A
SILVERTON RD.
3'
12'
3'
9'
8'
UNDER CURB
1"
1"
LF 2
LF 2
JB
Pole No. 1
JB
18'
1"
UNDER CURB
7
8
Pole No. 4
15'
PL
8J6U
8J6L

NOTE: LANA AVE. & STATE FAIRGROUNDS ENTRANCE LOOPS TO BE LOCATED ONE FOOT BEHIND CROSSWALK AND IN CENTER OF LANES AS SHOWN.

ALPHANUMERIC CODE NEXT TO LOOPS INDICATES LOOP DETECTOR ASSIGNMENT WITHIN TRAFFIC SIGNAL CONTROLLER

NARY COPY
. 8 1980
MUTUAL REVIEW

FIRE PRE-EMPTION OPERATION


NCE
6
E 2 & 6
Ph 5
Ph 2
EVA
Ph 6
Ph 1
EVC
Ph 4
EVB
Ph 8
PHASE 4 & 8
(TIMED CONCURRENTLY)

LOOP DETECTOR WIRING DIAGRAM

LOOP NO.	PHASE NO.	INPUT FILE	INPUT TERMINAL
1	2	I2U	TB2-5 TB2-6
2	2	I2L	TB2-7 TB2-8
3	6	J2U	TB3-5 TB3-6
4	6	J2L	TB3-7 TB3-8
5	4	I6U	TB4-9 TB4-10
6	4	I6L	TB4-11 TB4-12
7	8	J6U	TB5-9 TB5-10
8	8	J6L	TB5-11 TB5-12
9	1	I1U	TA2-1 TA2-2
10	5	J1U	TB3-1 TB3-2

NOTE: All loops to have seperate loop feeders to the controller. Loop splices to be made in loop splice b

APPROVED
TRAFFIC ENGINEER
4/18/80
DATE

DESIGNED BY L. [illegible]
CHECKED BY [illegible]

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
SILVERTON ROAD at LANA AVE (SAL
FAU 1720 (SILVERTON ROAD)
MARION COUNTY

DATE APR 4 1980

TE DWG. NO. 4779

TRA 16

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: April 24, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: State and City Furnished Materials
Traffic Signal Project
Silverton Road at Lana Avenue (Salem)
Marion County

NOTED
E. S. HUNTER

Bids will be received for this project on May 8, and completion of the project is scheduled for August 15. In order to complete the project within the specified time limit, the State and City will furnish critical materials to the contractor. The specifications require that the anchor bolts will be available to the contractor on June 30 and the remaining materials be available on July 31.

The State will furnish all of the critical materials, except for the mastarm poles. The three mastarm poles with anchor bolts will be furnished by the City of Salem.

All of the materials to be furnished to the contractor are currently available except for the mastarm poles and Model 170 controller. The State has Model 170 controllers on order with delivery scheduled in July, and the City has indicated they can get delivery of the mastarm poles by the end of July.

The completion of this project before the opening of the State Fair is critical, and everyone will have to expedite their part of the project in order to have the signal in operation by the August 15 deadline.

L. E. George
Traffic Engineer

LEG:jrb

cc: Representative C. H. Edwards

bc:
E. S. Hunter✓
J. H. Versteeg
J. Sullivan
R. Judson
C. O. Fredrickson
W. Mueller
B. F. Schafer, City of Salem
R. J. Merry, City of Salem

RECEIVED
TECHNICAL S[illegible]
APR 25 '80
REFER TO
FOR
Info | [illegible] | R/D | [illegible] | [illegible] | [illegible]

Contains Recycled Materials

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -1720(2)

STATE PROJECT NO. see below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90082

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 30 '80
REFER TO [illegible]
FOR

4/30
[illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
4/23/80	4/23/80	FAU 1720 City Street

GENERAL LOCATION:

Silverton Road at Lana Avenue (Salem) Section

GENERAL DESCRIPTION OF WORK:

Traffic Signal and Channelization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) State and City furnished signal material $37,900
Permanent pavement striping S.F. $1,500

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 4/21/80, I concur that it is in the public interest for a two week advertising period.

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 4/21/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $218,228 Federal funds $192,366.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/23/80	G K Hossner	for Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979 631-455

Salem

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/22/80
Donald L Rout

May 8, 1980 Bid Letting ______________ All Cle
Deadli

SECTION Silverton Rd. @ Lana Ave.
Highway (Salem)
County Marion Region 2
Type of Work ______________ Funds ______
State __ Consultant __ Plans Avail. __ Yes __ N

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	
Write-off Letter	☒					

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey		☒			☒	
Cultural Salvage	☒					

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study		☒			☒	

[illegible]

[illegible]

COMMITTEES
[illegible]

HOUSE OF REPRESENTATIVES
SALEM, OREGON
[illegible]

RECEIVED
STATE HWY ENGR
APR 24 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H. S. COULTER

NOTED
E. S. HUNTER

cc Coulter

RECEIVED
TECHNICAL SERVICES
APR 23 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

April 22, 1980

Kent Aldrich, Mayor
City of Salem
555 Liberty SE
Salem, Oregon 97301

Dear Kent:

This is in response to your letter of April 10, and the telephone request from council member Ellen Schneider asking assistance in accelerating the project involving the widening and signalization of the intersection of Lana Avenue and Silverton Road.

On April 14, 1980 I met with Ed Hunter and Bud George of the State Transportation Department and Russ Abolt, Lew Garrison and Bruce Schafer of the city staff. The initial direction of the meeting was to accelerate signalization as much as possible -- hopefully to within 60 to 90 days. As the meeting progressed, it was agreed by Mr. Hunter and Mr. George that the entire project should be given immediate attention and that an August 1, 1980 completion deadline should be set for the entire project.

In order to cut prohibitive delays in acquiring needed components for the project, the state has agreed to supply the necessary materials from state inventories with replacement of such items to come later out of project funds.

The only real problem that was yet to be resolved was the acquiring of the pole arms needed for the signals. These items are custom produced to order, and lead time can reach up to one year. As of this date I have been advised by Russ Abolt that the city staff has found the needed arms, and the project can proceed.

Further, at my request, Mr. Hunter and Mr. George have contacted the appropriate federal officials and have accelerated federal project review.

I have been advised this date by Mr. Bud George that it appears that our goal of May 8, 1980 for opening bids for the project

Page two
April 22, 1980

will be met and that completion of the entire project by August 1, 1980 is likely.

Kent, it is unfortunate that our governments sometimes get bogged down in what appears as a jungle of red tape. It is so important that all of us who serve the public act as a team. As we see costs of services soar, and resources to provide them dwindle, it becomes even more imperative that teamwork and cooperation among all public officials be emphasized. None of us, alone, can provide the service the public deserves. I appreciate the efforts of you and Ellen in pursuit of this goal.

Please extend to the entire Council and the city staff an invitation to call upon the resources of my office whenever necessary. Please also thank your city staff for their escellent cooperation.

Glad I could help.

Very truly yours,

Chuck

Chuck Edwards
State Representative

cc: Council woman Ellen Schneider
Mr. Ed Hunter
Mr. Bud George
Mr. Russ Abolt
Mr. Lew Garrison
Mr. Bruce Schafer

Salem

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 18, 1980

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

TO: D. H. Moehring
Assistant State Highway Engineer

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening April 30, 1980

Federal-aid Project No. M-1720(2) Highway No. 724 City

Federal-aid Project Name Silverton Road at Lana Ave. (Salem)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[x] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[x] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

FCL:

cc: ✓ J. H. Versteeg
Duane Ridings
F. C. Lowe

RECEIVED
1 [illegible] 1980
ROAD DESIGN SECTION

Versteeg
Anderson
Christ[illegible]
Olsen
Sullivan
Terpin
Trout
Wakerlig

Do Not [illegible]
[illegible]
[illegible]
Action

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 18, 1980

In Reply Refer to
File No.: TRA 7-6

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

Attention: Glenn K. Hossner

Dear Mr. Green:

The enclosed material is offered as an addendum to Mr. Hunter's letter of April 16 concerning State and City furnished material for the signal installation at Lana Avenue and Silverton Road.

As may be seen from the itemized list of material, we are proposing to furnish $36,000 worth of equipment. The total project cost is about $185,000.

The information sheets also enclosed show a chronology of the project and some of the reasons for the delay that has occasioned us to ask for a short advertisement period. Also apparent from the sheets are some personnel problems experienced by the City involving this project. This net effect of all factors resulted in a delay in project preparation to the point where we need a short advertisement period and contract completion time in order to have the project operational by State Fair time.

It is requested that you consider this information in our request for the shortened advertisement period and to provide City and/or State supplied material.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

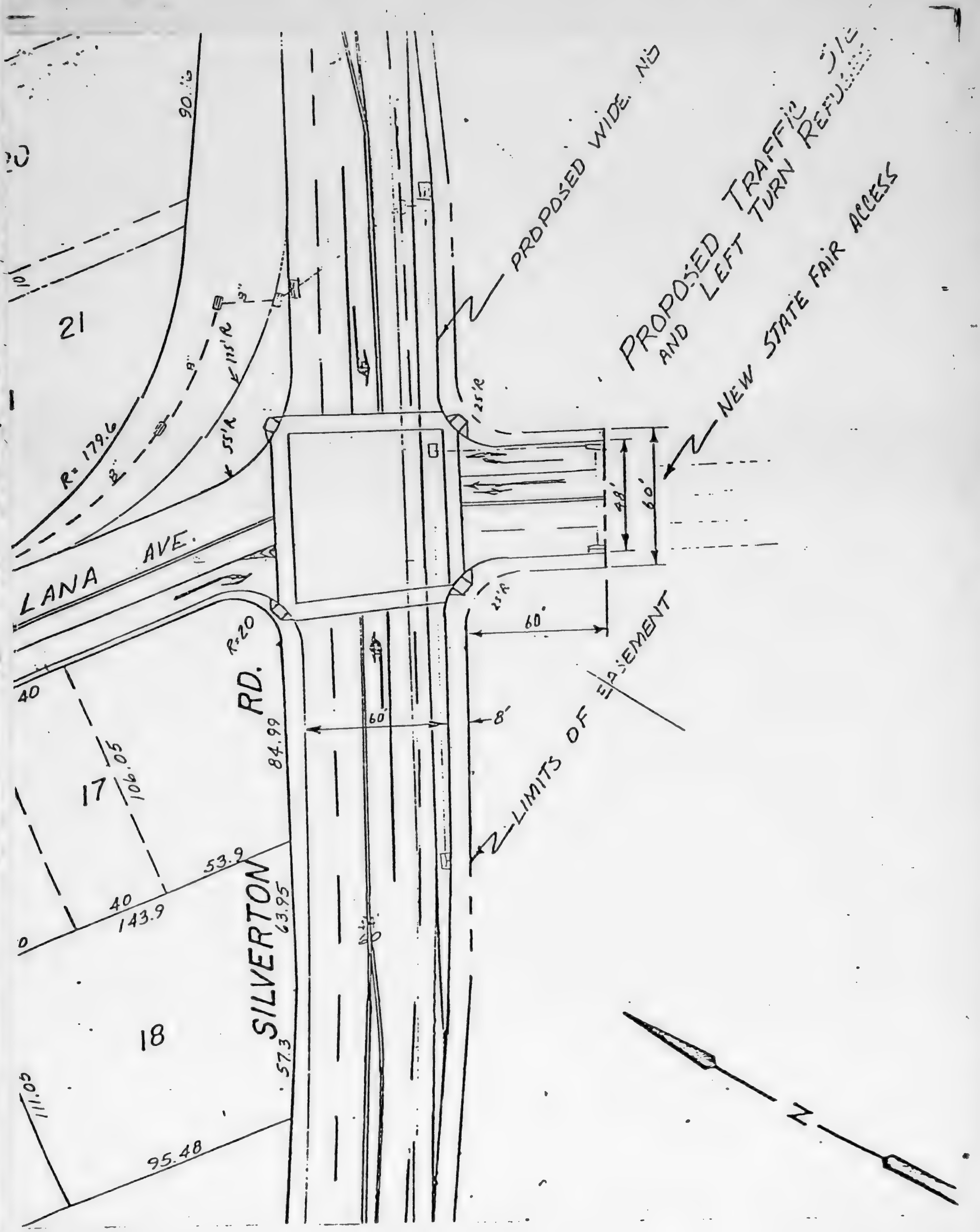
L. E. George
Traffic Engineer

RECEIV[illegible]
TECHNICAL [illegible]
APR 1 [illegible]
REFER TO
FOR
Info [illegible]

LEG:gs
Enclosures

bc: E. S. Hunter

Form 734-3122


PROPOSED WIDE. NG
PROPOSED TRAFFIC SIG
AND LEFT TURN REFU
NEW STATE FAIR ACCESS
LIMITS OF EASEMENT
SILVERTON RD.
LANA AVE.
21
17
18
20
R=179.6
55'R
115'R
125'R
25'R
R=20
8'
60'
48'
60'
60'
8'
90.10
10
40
106.05
53.9
40
143.9
84.99
63.95
57.3
111.05
95.48
N

9138

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-1720(2)
Silverton Road - Lana Avenue (Salem)
State- and City-furnished Materials
(OSHD ltrs, TRA 7-6: Mr Hunter, 4-16-80;
Mr George, 4-18-80)

Date: April 18, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR/406.1

To: Mr. H. S. Coulter, State Highway Engineer

The subject letters furnished supporting data and requested concurrence in the State and City of Salem furnishing the contractor approximately $36,000 worth of traffic signal equipment to facilitate completion of the subject project before the 1980 Oregon State Fair.

Completion of this work prior to fair time is considered essential and in the public interest, and it cannot be accomplished at this late date under normal contracting procedures. Therefore, I am concurring in your request for the State and City to supply the needed signal equipment necessary for completion of the project by the late August deadline.

In reviewing the supporting data submitted by the City, I am very concerned with the time it has taken to get this project to contract. It is apparent that the City needs to strengthen its project development procedures in order to avoid future occurrences of this nature. Subsequent requests of this kind will be reviewed much more critically.

G. L. Green

cc:
OSHD (Mr George, Traffic Sec, OTS)
OSHD (Mr Swan, Fed Aid Sec, OPM)
City of Salem (Mr B F Schafer, City Traffic Engr)

RECEIVED
STATE HWY ENGR
APR 22 '80
REFER TO
2
FOR

Salem, Oregon 97310

Attention: Right-of-Way Section

Highway # 724

Prefix 324-1952

Subject: Federal Aid Project No. M-1720(2)
Project Name Silverton Road at Lana Ave. (Salem) City Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 17th day of April, 1980

City of Salem

Certified By:

J.M. Dixon
Regional Right-of-Way Supervisor
Date 4/17/80

Mayor
Pro-Tem

City Recorder

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

NH

April 16, 1980

TRA 7-6

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

Attention: Glenn K. Hossner

Dear Mr. Green:

We are proposing to call for bids on the FAU project - Silverton Road at Lana Avenue (Salem) at the May 8 bid opening. The project consists of some grading, paving and curb work, as well as a traffic signal installation.

It is proposed that the State and City furnish certain traffic signal materials to accomplish an early completion date. An early date is in the best interest of public safety and welfare because of improved traffic operation in the area that will be provided by the signal. This is most especially true just before and during the State Fair. It is desirable to schedule the project's completion time based on the start of the fair, in order to have the signal in operation at the proper time.

Your concurrence is requested for the State and City to supply the material for the contract that might be necessary for the rapid completion time.

Sincerely,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

LEG:ds

bc: H. S. Coulter
L. E. George
C. O. Fredrickson

```
                                    ** JOB TOTALS **              **       148.92  **        224.62  **

SILVERTN RD-LANA AVE SALEM    CONT NO         FA PROJ NOS M    720002 100                                       STATE
                                  324   1952     296     00 N 9   State                          53.04CR
                                  324   1952     298     00 N 9                                  53.[illegible]
                                  324   1952     901     00 P 1                                  43.20
                                  324   1952     914     00 P 1                                   3.00
                                  324   1952     920     00 P 1                                  1[illegible]
                                               TOT     P1                                        60.[illegible]
                                    ** JOB TOTALS **              **                 **          60.20  **

SPTX XINGAN WATERST, SILVERTON CONT NO        FA PROJ NOS RRP 584001 100                                        STATE
                                  324   1954     905     00 P 1                    58.10          58.10




TOTAL TO DATE  JOB COST SUMMARY                                             MARCH 1980      PAGE  567
                                                                              FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION   GR   CURRENT MONTH   YEAR TO DATE     TO DATE
                                  324   1964     914     00 P 1                    83.[illegible]          [illegible]
                                               TOT     P1                         141.38         141.38
                                    ** JOB TOTALS **              **              141.38  **     141.38  **

  SPTC@14 ST (SALEM)          CONT NO         FA PROJ NOS RRS 00S007 100                                        STATE
                                  324   1957     905     00 P 1                    54.94          54.94
                                  324   1957     914     00 P 1                    62.46          62.46
                                               TOT     P1                         117.40         117.40
                                    ** JOB TOTALS **              **              117.40  **     117.40  **

 HINES ST-R/R X-ING (SALEM)   CONT NO         FA PROJ NOS RRP 520004 100                                        STATE
                                  324   1964     296     00 N 9               1,605.75CR     1,8[illegible]1.34CR
                                  324   1964     298     00 N 9               1,605.75       1,8[illegible]1.34
                                  324   1964     901     00 P 1                                157.39
                                  324   1964     905     00 P 1      74.68CR      74.68CR
                                  324   1964     906     00 P 1      29.70CR      29.70CR
                                  324   1964     907     00 P 1                1,784.16       1,784.16
                                               TOT     P1         104.38CR     1,679.78       1,941.55
                                    ** JOB TOTALS **             104.38CR**    1,679.78  **   1,941.55  **

 NCL-STARK ST (SALEM)         CONT NO         FA PROJ NOS M    705002 100                                       STATE
                                  324   1969     905     00 P 1       62.08         62.08          62.08
                                  324   1969     907     00 P 1       62.08         62.08          62.08
                                               TOT     P1          124.16        124.16         124.16
                                    ** JOB TOTALS **             124.16  **    124.16  **     124.16  **

 12TH-24TH ST(SALEM)          CONT NO         FA PROJ NOS XL   560004 100                                       STATE
                                  324   1971     920     00 P 1       42.29         42.29          42.29
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U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 20(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

ITEM NO. 90082

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 27 '79
REFER TO Mackenzie
FOR

Info	Inves	R/D	D:R	Sign	Act	File

3-28

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-26-79

FEDERAL ROUTE NUMBER FAU-1120

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Silverton Road at Lana Avenue (Salem) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-4-79 you are now authorized to proceed with the above work for a TEC of $9,600 with Federal funds limited to $8,450.

DATE 3-26-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

9136

January 26, 1979

City of Salem
City Hall
Salem, OR 97301

Attention: Betty J. Marsh
City Recorder

[illegible]
[illegible] 135

Gentlemen:

Attached for your records are fully executed copies of two agreements covering the following projects:

1) Silverton Road at Lana Avenue

2) Lancaster Drive at Market Street

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreements attached)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 4, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90082
Project No. M-1720(2)
Silverton Road @ Lana Avenue (Salem) Section
Marion County

Attached data consists of PR-1 form with project maps, traffic signal warrants and other traffic data.

We hereby request the following:

1) Authorization to proceed with all phases of preliminary engineering including utility preparatory at an estimated total cost of $9,600 with an obligation of $8,450 in federal funds.

A copy of the State Clearinghouse A-95 review approval letter has been previously forwarded.

DRH:pf
Attachments

cc: C. O. Fredrickson (Region 2)
G. Zehner, w/att.

MONTHLY TRANSACTION NO.

FORM PR-1 (REV. 4-61)

DATE SUBMITTED TO W.O. 1-4-79

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St., Silverton Rd. @ Lana Ave.(Salem) 21 65	**ADT**	PRESE 21,

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* PE, Traffic Signal & Channelization 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA

CARD 4	CLASS OF FEDERAL FUNDS Urban System
	NAME OF URBAN AREA Salem 17-31

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59)
5					**PE**			0.0	9,600
5					**ROW**				
5					**CONST** (CODE) Y031 Y008		"Silverton Road @ Lana Avenue (Salem) Section"	0.0	92,540

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.0	102,140
1	14	PROGRAM APPROVAL DATES 12-19-78			(16)

* Entering intersect

SILVERTON ROAD @ LANA AVENUE (S
PROJECT NO. M-1720 (2)

Existing Facility:

Channelized "T" Type intersec

Silverton Road (FAU 1720) ---

Lana Avenue (FAU 1770) --- Bi
cu
or
bo

Adjacent Sections:

Silverton Road -- Same as abo

Lana Avenue -- West end 44-fo

Project Data: Work under this p

1) Preliminary engineering al
work.

2) Install fully actuated mul
and high-type pave necessa
lanes with a left-turn lan
and incidental work common

System Action, Airports, Railroa
and Recreational Areas:

None involved.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

1-4-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

T LOCATION (45 typewriter spaces) y St., Silverton Rd. @ Lana Ave.(Salem)	ADT	PRESENT 21,000*	FUTURE N/A	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32

ITEM NO. 90082

RK (35 typewriter & Channelization	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	

PROJECT NUMBER: PREFIX LETTER(S) M- NUMBER 1720 SEQ. NO. (2)

I Projects Only: POST MI. DESIG.

Urban System

COUNTY NAME Marion CODE 047

Salem

ROUTE NO. U FEDERAL-AID 1720 STATE City St. U.S. - -

PROGRAM STAGE ☐ 1 OR ☐ 2

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.1%)	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
			0.0	9,600	8,450	575	575	
W								
ST		"Silverton Road @ Lana Avenue (Salem) Section"	0.0	92,540	81,520	5,510	5,510	ROW - 76'; Access Control-none; Parking Restrictions-complete.
DRH		PROJECT TOTALS	0.0	102,140	89,970	6,085	6,085	

AL DATES 12-19-78

REMARKS

* Entering intersection.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

SILVERTON ROAD @ LANA AVENUE (SALEM) SECTION
PROJECT NO. M-1720 (2)

Existing Facility:

Channelized "T" Type intersection with stop on Lana Ave.

Silverton Road (FAU 1720) ---	Bituminous surfaced 44 foot curb to curb roadway providing 4 lanes of traffic.
Lana Avenue (FAU 1770) ---	Bituminous surfaced 44 foot curb to curb roadway providing one left turn only and right turn only for Eastbound and one lane Westbound.

Adjacent Sections:

Silverton Road -- Same as above.

Lana Avenue -- West end 44-foot curb to curb providing 2 lanes.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.

2) Install fully actuated multiphase traffic signal, grade, drain and high-type pave necessary for channelization providing 4 lanes with a left-turn lane on Silverton Road at Lana Avenue and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 4-1-4

State Cl

District

FHPM 7-7-2

Nonmajor

FHPM 7-7-5

a) Publi

b) Locat

NOTE:

1) This

2) Inclu

Ave.

4 foot curb
ding 4 lanes

oot curb to
ne left turn
for East-
ound.

ing 2 lanes.

following:

lity preparatory

, grade, drain
providing 4
Lana Avenue
ct.

, Historical

FHPM 4-1-4 Requirements:

State Clearinghouse -- A-95 review approval letter dated October 24, 1978.

District 3 Clearinghouse -- A-95 review satisfied through inclusion in M-WVCOG SATS TIP.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA October 2, 1978.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.

b) Location/Design -- Not a factor in the development of this project.

NOTE:

1) This project is in Congressional District No. 2.

2) Included in Salem FY'79 TIP A/E on page 14, line 304.

OREGON ROJECT NOTIFICATION ND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Silverton Rd at Lana Ave Salem MARION

DATE: October 24, 1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
OCT 27 '78
REFER TO
FOR
Info | Files | R/D | D/R | Sign | Act | File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10-27-78
Copies to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
C. O. Fredrickson
R. Kuehn

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
9-27-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(✓) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency [illegible] By Howard W. Harris

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
OCT 3 1978
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ______________________________ Due Date: ________________

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( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency ____[illegible]____ By ______________

October 12, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

On the Consent Calendar for the October 24 meeting will be five requests for approval of Urban System projects.

Gladstone is requesting a \$49,000 project to repair portions of this existing structure over the Clackamas River on Park Place.

The request from Portland is for a \$55,000 project to install pedestrian signals at three locations in northeast Portland on Sandy Blvd. and Columbia Blvd.

Two requests for rubberized railroad crossings were received from Roseburg. One is for a \$57,000 project on N.E. Garden Valley Blvd. at the Southern Pacific Railroad crossing; the other is a \$47,000 project on N.E. Winchester Street at the SPRR crossing. These will be FAUS-G projects funded with 100% Federal funds.

A \$102,140 project to signalize the intersection of Silverton Road and Lana Avenue and provide left-turn lanes on Silverton Road is being requested by Salem.

Federal Urban System funds for these projects are estimated at \$265,140 with the State providing approximately \$13,100 in match funds and \$31,900 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

Attachments
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
D. N. Harwell
George Bell

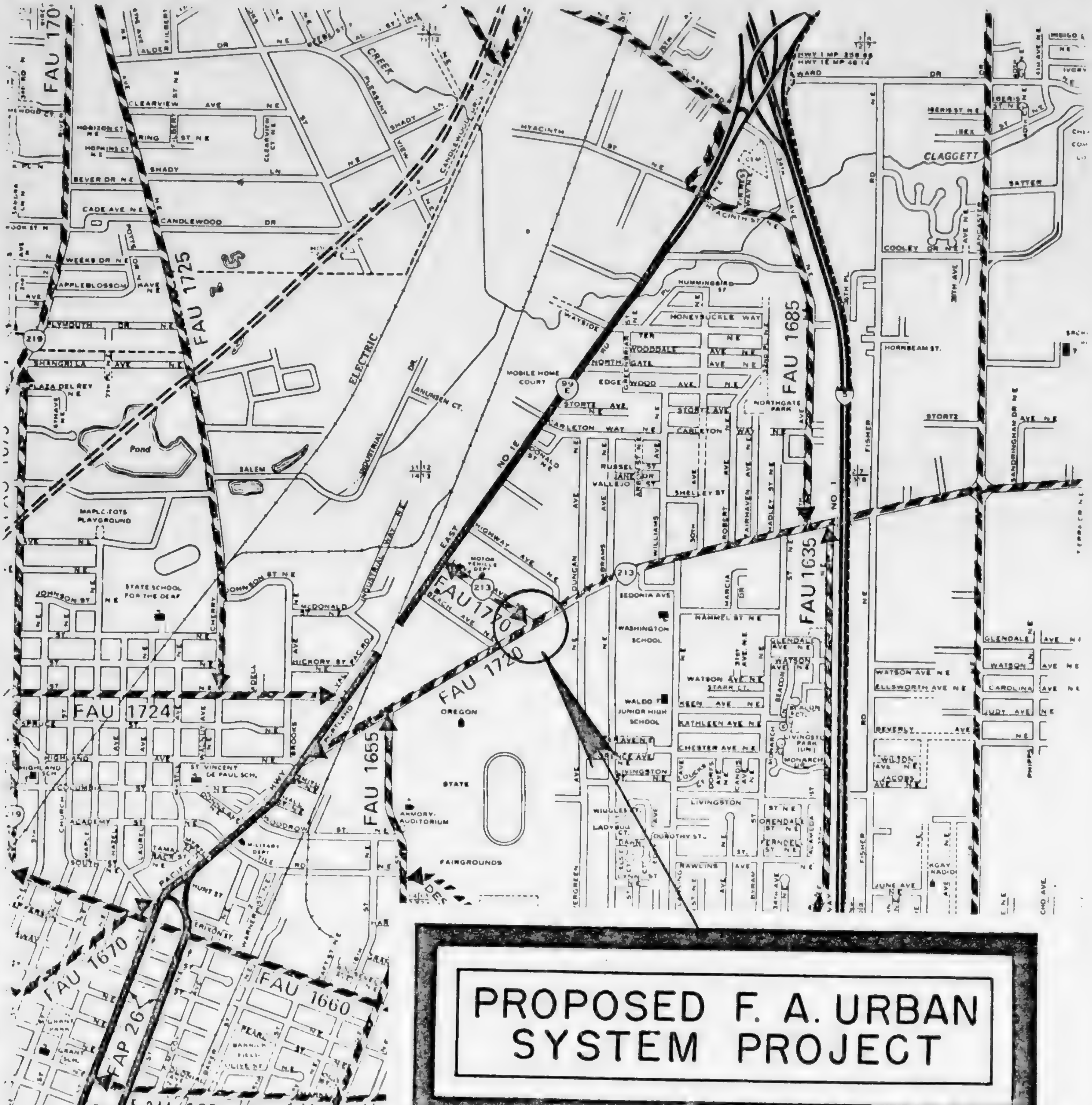
CITY OF SALEM
Proposed Urban System Project

Silverton Road (FAU 1720) @ Lana Avenue
Grade, Pave, Signals, Signing and Striping
$102,140

This project consists of installing a fully-actuated two-phase traffic signal, capable of future inter-connection, at the intersection of Silverton Road and Lana Avenue. Silverton Rd. will be widened to provide left-turn refuges at Lana Avenue and the State Fairgrounds.

City will perform the bulk of preliminary and construction engineering.

78-i
10-12-78



PROPOSED F. A. URBAN SYSTEM PROJECT

FAU 1725
FAU 1724
FAU 1720
FAU 1710
FAU 1685
FAU 1655
FAU 1635
FAU 1670
FAU 1660
FAU 1680
FAU 1650
FAU 1640
FAP 26
CLEARVIEW AVE NE
CANDLEWOOD DR
APPLEBLOSSOM AVE
PLYMOUTH DR NE
SHANGRILA AVE
PLAZA DEL REY
Pond
SALEM
MAPLE TOTS PLAYGROUND
STATE SCHOOL FOR THE DEAF
JOHNSON ST NE
ELECTRIC
HYACINTH
HUMMINGBIRD ST
HONEYSUCKLE WAY
WOODDALE AVE NE
NORTHGATE AVE NE
MOBILE HOME COURT
EDGEWOOD AVE
STORTZ AVE
CARLETON WAY
NORTHGATE PARK
SHELLEY ST
FAIRHAVEN AVE
HORNBEAM ST.
CLAGGETT
COOLEY DR NE
SANDRINGHAM DR NE
MOTOR VEHICLE DEPT
SEDONIA AVE
WASHINGTON SCHOOL
HAMMEL ST NE
GLENDALE AVE NE
WATSON AVE NE
ELLSWORTH AVE NE
CAROLINA AVE NE
JUDY AVE NE
BEVERLY
WALDO JUNIOR HIGH SCHOOL
KEEN AVE NE
KATHLEEN AVE NE
CHESTER AVE NE
LIVINGSTON
LIVINGSTON PARK
OREGON
STATE
FAIRGROUNDS
ARMORY-AUDITORIUM
ST VINCENT DE PAUL SCH.
HIGHLAND SCH
ACADEMY
CHURCH
HUNT ST
DUNCAN AVE
FISHER RD
NO 1
PACIFIC
STATE HOSPITAL GROUNDS
STATE HOSPITAL
NORTH SALEM HIGH SCHOOL
KGAY RADIO
213
99E
219

STATE OF OREGON

ODOT -Traffic
DEPT.

378-6537
TELEPHONE

INTEROFFICE MEMO

TO: D. H. Moehring, Manager ATTN: Gary Zehner
Project Management

DATE: September 29, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Installation
Silverton Road & Lana Avenue

The subject project has been reviewed by this office as per your request.

The intersection meets the "minimum vehicular volume" and "Interruption of Continuous Traffic" warrants.

The city is requesting funds for a two-phase fully actuated signal, which is to cost $40,000. The project request also includes construction of left-turn lanes from Silverton Road to Lana Avenue and the State Fairgrounds. It is our policy to include a separate phase for left-turn movements, if a refuge exists or will exist at the time the signal is installed. Therefore, a three-phase, fully actuated signal is required.

The cost for the three-phase signal should be $40,000.

L. E. George
Traffic Engineer Supervisor

RTS:df

11-78 [illegible] ([illegible])
Dick woelk/ says City
wants 2 phase, the 3rd
phase for left turns is not
warranted.

Zehner

FEDERAL AID PROJECT REQUEST

Date April 24, 1978

Applicant Agency City of Salem

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. 1720 & 1770 Route Name Silverton Road & Lana Avenue

Project Name Traffic signal installation, Silverton Road at Lana Avenue

Project Length intersection Project Location (Attach sketch map)

Project Description Install a fully actuated two-phase traffic signal at the intersection of Silverton Road at Lana Avenue, capable of inter-connection at a later date. Also widen Silverton Road to install left-turn refuges for Lana Avenue and the State Fairgrounds.

Average Daily Traffic 15,500 (1977) Silverton
5,400 (1977) Lana Design Speed 35 MPH (Silverton Rd.)
30 MPH (Lana Ave.)

Complete Applicable Sections:

I. ROADWAY DATA Silverton Road (see attachment for Lana Avenue)

1. Existing Roadway: (Attach sketch)

Width 44' Travel Lanes 4 Shoulders curbed
Medians None Parking No parking
Sidewalks both sides (5')
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 60' Travel Lanes 5 Shoulders curbed
Medians -0- Parking No parking
Curbed yes Length Curb Radii 25'
Sidewalk/Bikeway 5' sidewalk
Remarks A 12' left-turn lane will be installed for Lana Avenue and the State Fairgrounds.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way: Silverton Road (see attachment for Lana Ave.)

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks Additional right-of-way will be acquired by easement from Oregon State Fair

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Flashing 8" red light faces Lana Avenue to supplement "STOP" sign.

2. Proposed Signalization:

Location Silverton Road at Lana Avenue

Type Fully actuated
Phases Two
Type of Suspension Mast arm
Interconnected Not at this time
Remarks Installation shall be capable of interconnection. Driveway to the Fairgrounds is to be relocated and signalized as the south leg of this intersection.

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

1 - 400 Watt mercury vapor at intersection, S.W. Corner, on 15' luminaire arm.

2. Proposed Illumination:

Location 2 - Southeast and Northwest corners
Type 1000 Watt mercury vapor, Type IV

Remarks To be installed on mast arm poles.

V. STRUCTURE DATA N/A

1. Existing Structure:

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length ' Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to struçture?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA N/A

1. Are there any railroad crossings? Yes____ No____

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Douglas Van Dyke, City of Salem Office
2.	Environmental	Douglas Van Dyke, City of Salem Office
3.	Public Hearing	Douglas Van Dyke, City of Salem Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State____ Consultant____

2. Project construction engineering to be performed by:

Applicant X State________ Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No X
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 38,109
Right-of-way costs (if participating)	-0-
Traffic control	40,000
Illumination	-0-
Structures	-0-
Railroad	-0-
Other signing, striping, contingencies, & overhead	14,431
Preliminary engineering	9,600
PROJECT TOTAL	$ 102,140

Remarks

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Salem, Oregon and/or ________ COUNTY

By________ By________
Mayor
By________ By________
City Recorder
By________

ATTACHMENT LANA AVENUE

FEDERAL AID PROJECT REQUEST

Date

Applicant Agency
Request for: Off-System, FAS-C, FAUS Project
Federal Aid Route No. Route Name
Project Name

Project Length Project Location (Attach sketch map)
Project Description

Average Daily Traffic Design Speed

Complete Applicable Sections:

I. ROADWAY DATA Lana Avenue

1. Existing Roadway: (Attach sketch)

Width 44' Travel Lanes 2 Shoulders curbed
Medians Jiggle bar median at Silverton Rd. Parking restricted at intersection
Sidewalks Both sides (2½ ft.)
Remarks Right and left turn lanes at Silverton Road. Lana Avenue intersectional throat is very large.

2. Desired Roadway Cross Section: (Attach sketch)

Width 44' Travel Lanes 2 Shoulders curbed
Medians none Parking restricted
Curbed yes Length Curb Radii 55'
Sidewalk/Bikeway 5' sidewalk to replace existing walk
Remarks Curb radius on N.E. corner will be reduced to 55', also 48' driveway approach on south to State Fairgrounds to be constructed. curb radii to be 25'.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

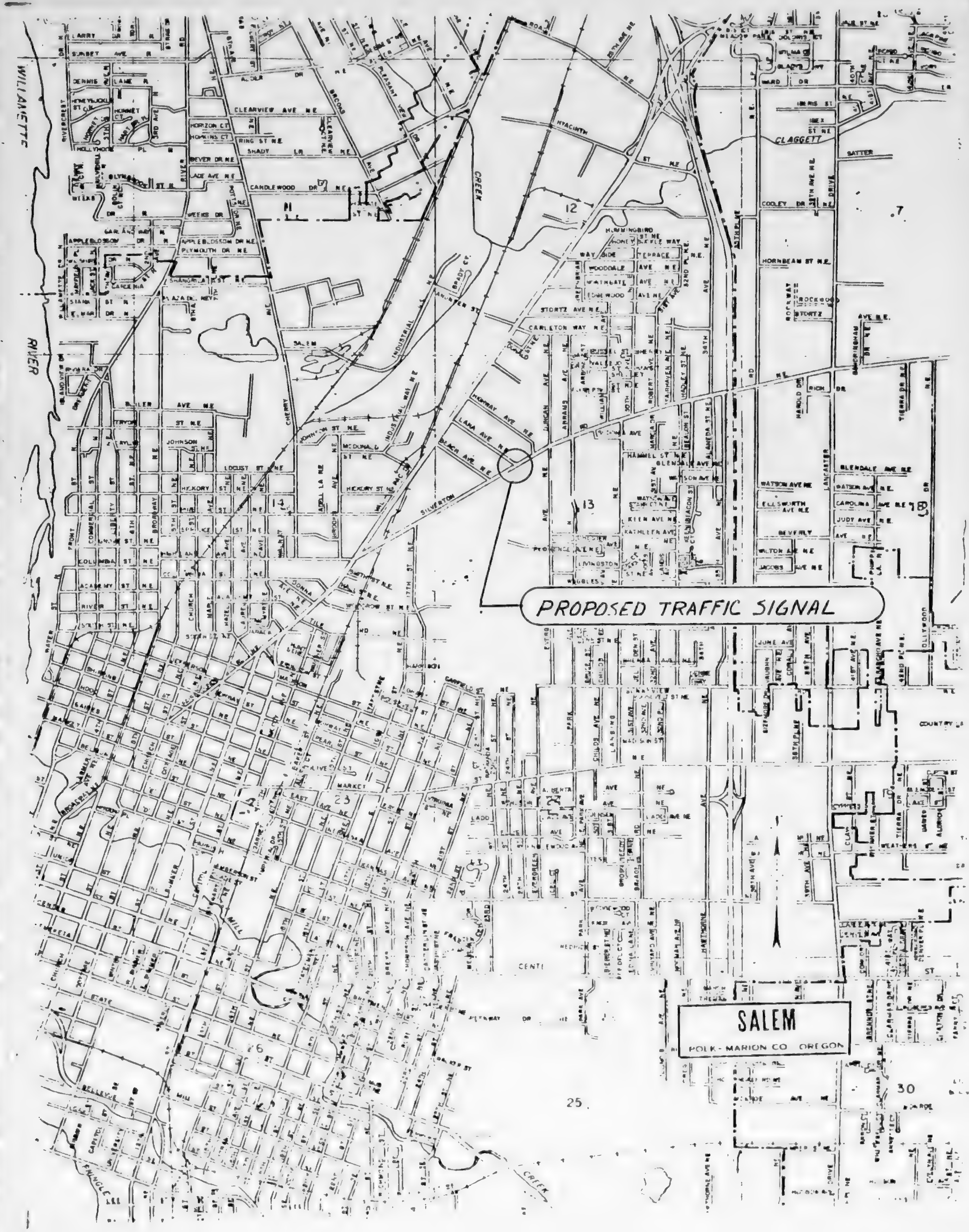
General Width 50' Minimum 50' Maximum 50'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes No X

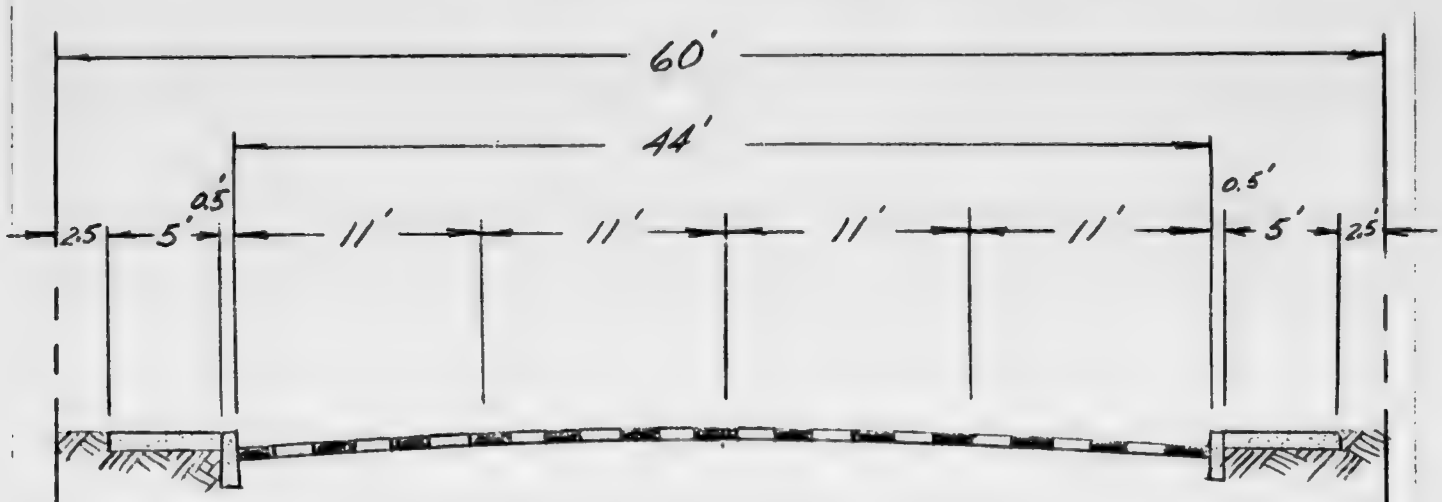
3. Will additional right-of-way be needed? Yes No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

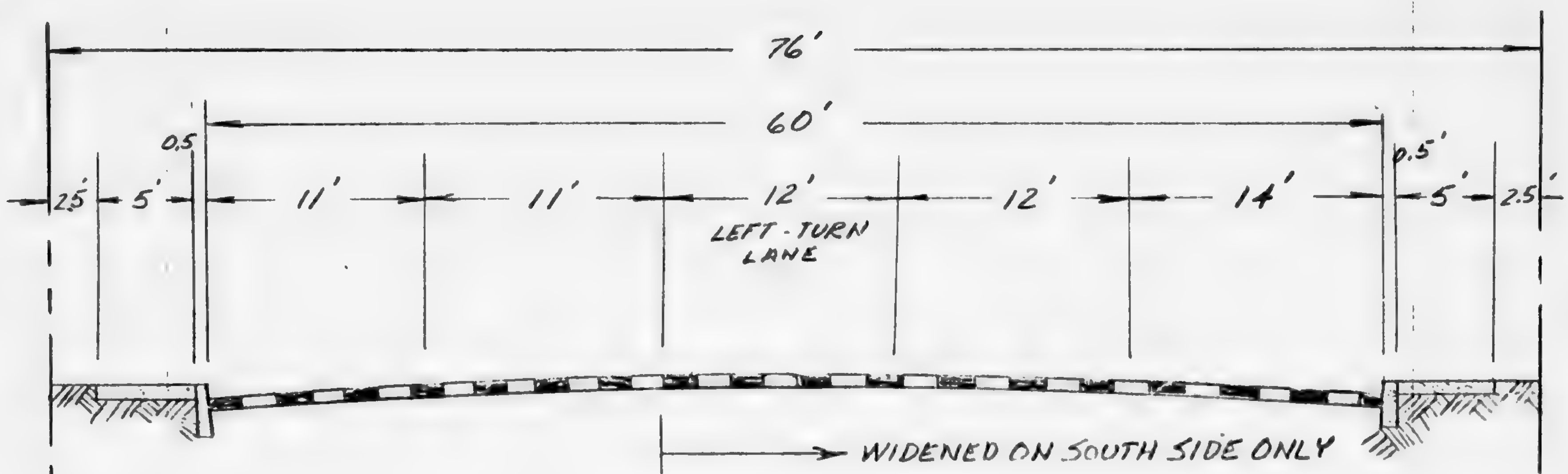

PROPOSED TRAFFIC SIGNAL
SALEM
POLK-MARION CO. OREGON
WILLAMETTE
RIVER
CREEK
SILVERTON
CLAGGETT
LANCASTER
11
12
13
14
18
23
24
25
26
30
7

CROSS-SECTIONS


60'
44'
0.5'
0.5'
2.5
5'
11'
11'
11'
11'
5'
2.5'

EXISTING

SILVERTON Rd.
LOOKING EAST

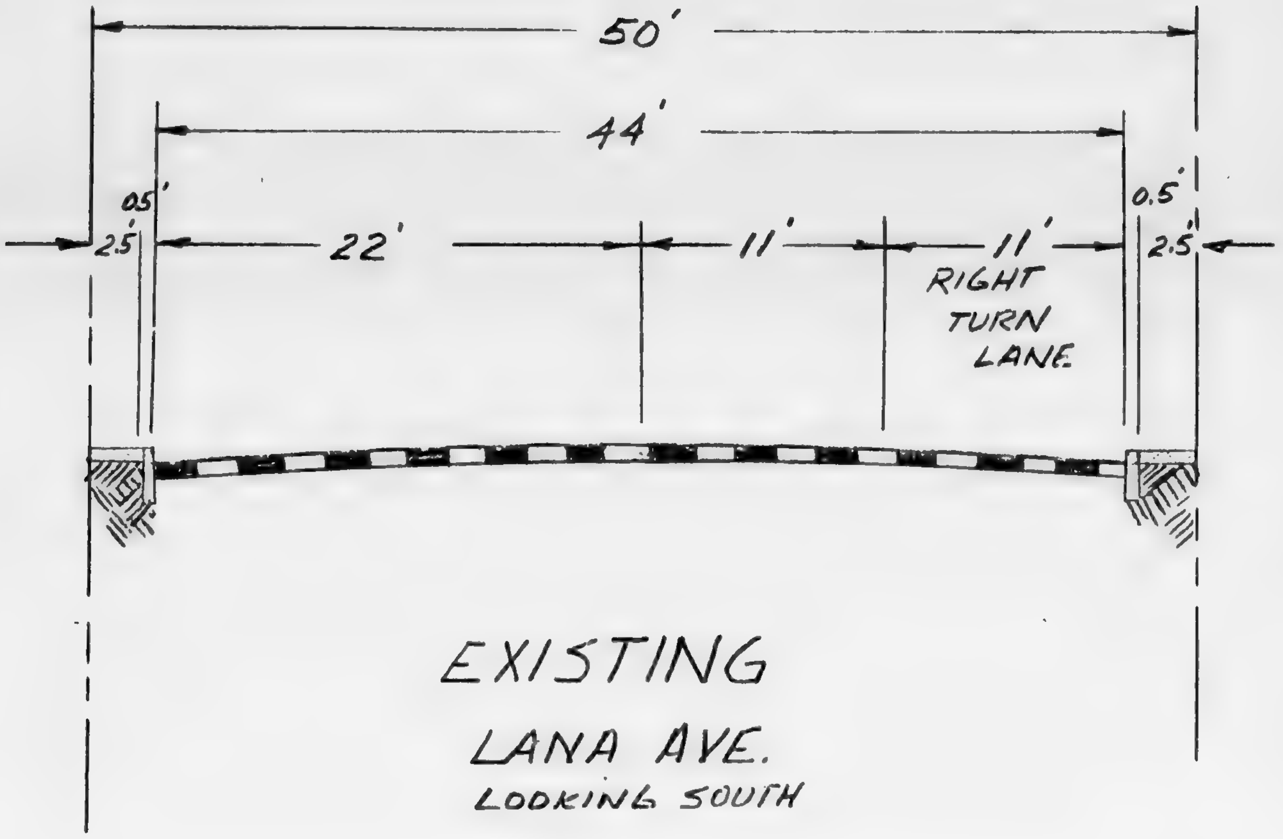

76'
60'
0.5
0.5'
2.5'
5'
11'
11'
12'
LEFT-TURN LANE
12'
14'
5'
2.5'

WIDENED ON SOUTH SIDE ONLY

PROPOSED

SILVERTON Rd.
LOOKING EAST

CROSS- SECTIONS


50'
44'
0.5'
0.5'
2.5'
22'
11'
11'
2.5'
RIGHT TURN LANE

EXISTING

LANA AVE.

LOOKING SOUTH

NO CHANGE PROPOSED

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: October 2, 1978

In reply refer to: HFO.2-OR

SUBJECT: Project Assessment
Oregon Project M-1720(-)
Silverton Rd. @ Lana Ave.
Silverton Road (Salem)
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your September 18, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P.V. Riedl
G. L. Green for

cc:
ODOT (Moehring, Mgr., Proj. Mgmt.)
OSHD (Reg. 2, Env.)

Environmental Section
October 4, 1978

cc:
D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
C. O. Fredrickson
R. E. Kuehn
William Fretwell
Eddie Welsh
Gerald Wimer
B. L. Gifford (2)

M

M-1720(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 15, 1978

Section Silverton Rd. @ Lana Ave. (Salem)

Unit (if appl)

County Marion

City Salem

Highway Silverton Road

State Hwy. No. FAU 1720

Termini: M.P.(if appl)

Length Intersection

Region II

Construction Estimate $102,140
Program Amount

B. Purpose of Project:

This project will increase the safety of this intersection by allowing Lana Avenue traffic safe entry onto Silverton Road. It also provides safe pedestrian crossing of both Lana Avenue and Silverton Road. This project will also provide a good access and egress along Silverton Road for the State Fairgrounds. The left turn refuge on Silverton Road for Lana Avenue will increase safety and capacity of the intersection.

C. Origin & History of Project:

To increase pedestrian and vehicle safety, signalization of Lana at Silverton Road has been suggested over many years, but only in the last few years has traffic increased to such an extent that now it meets both minimum vehicular volume warrant and interruption of continuous traffic warrant.

The proximity of the State Fairgrounds parking lot entrance gave rise to the idea of combining the entrances with the signal to help alleviate the traffic problems during fair time. The State Fair agreed and (See attached)

D. General Description of Project:

The project is to install a two-phase, pedestrian and/or vehicle, fully-actuated traffic signal at the intersection of Silverton Road at Lana Avenue. Also included is street widening on Silverton Road for a left turn refuge at Lana Avenue. Also the curb radius on the northwest corner of the intersection will be decreased to narrow the intersection and shorten the crosswalk.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 4 ; Med. 0 ; Shldrs. curbed ; Parking no parking

Proposed: No. Lanes 5 ; Med. 0 ; Shldrs curbed ; Parking no parking

Traffic: Existing Facility: Existing ADT 15,500 ; Projected ADT 13,800 ; Yr. 2000

Existing Level of Service B

Proposed Facility: Projected ADT 16,900/13,800* (see attached) ; Yr. 1980/2000

Projected Level of Service B

734-3953 (10-75)

C. Origin & History of Project: (cont'd)

suggested the widening of Silverton Road to provide left turn refuges. They agreed to contribute a matching share toward the project and provide the needed right-of-way through easement for the added widening.

This is ranked priority #4 for traffic signals in the Transportation Improvement Program of the Salem Area Transportation Plan.

* Year 2000 traffic lower than existing volumes due to traffic diversions to other facilities assumed in the Salem Area Transportation System plan (primarily the I-305 Replacement Arterial).

Right of Way: Additional anticipated yes; if yes, give approx. No. Parcels 1
Yes, No

Acres 0.26; Type of Relocation Req. utilities only; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

Ranked No. 4 traffic signal project by Salem Area Transportation Study (SATS).

FHWA and/or OSHD approvals given, if any:

None yet given.

Location or Design Alternatives (identify and describe):

No alternate designs or locations available.

Other Descriptive Information or Comments:

Existing 5 foot sidewalks are to be replaced wherever disturbed by the proposal. Sidewalks in this area may be used for bicycle traffic.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The intersection of Silverton Rd. @ Lana Avenue is flat terrain not subject to flooding (See SATS overview study, July, 1976). Both streets are improved with curbs, sidewalks and storm drains.

The soil of this area is classified as Woodburn silt loam (WuA). The soil is well drained, having moderate permeability. It is not subject to erosion since slopes are less than 3%.

There is no known wildlife other than birds, squirrels, and other small animals common to the inhabited portions of Salem.

2. Cultural:

The area around the intersection is mainly developed as commercial property. The Oregon State Fairgrounds parking lot is on the south-east of this T-type intersection.

The intersection to the north and west is commercially developed and zoned CR (Commercial Retail). To the south and east of the intersection is the Oregon State Fairgrounds, zoned PA (Public Amusement).

Except during night time hours, Silverton Road traffic noise is ever present. The 1976 SATS Planning Overview on transportation noise analysis shows the decibel level to be greater than 75 dBA L_{10} for Silverton Road and 70 to 66 dBA L_{10} for Lana Avenue.

The 1976 SATS Planning Overview on carbon monoxide concentrations indicate a level of 3.5 mg/m^3.

There are no known historical sites in the immediate area.

Underground and overhead utilities, private and public, are located in both streets (city water, storm drains and sewer, Pacific Northwest Bell Telephone, Portland General Electric and Northwest Natural Gas Company.)

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Most of the land would come from State Fairgrounds owned property. The property in question is not park land nor is it used for public recreational purposes; section 4(f) doesn't apply. The property has been offered to the city on an easement basis as the Fairgrounds Board desires this improvement for easier access into the grounds.

2. Estimated Impact on Traffic Patterns:

The addition of a signal may divert traffic now using residential streets in the Northgate area to use Lana Avenue (now a collector street).

Consequences--Air Quality, Noise, Safety, etc.:

Noise and air pollution may decrease on Lana Avenue due to less delay. The intersection will be far safer with the signal for traffic on Lana Avenue and pedestrians crossing at this intersection.

3. Estimated Impact on Land Use:

None .

Consequences:

4. Expected Impact on Natural Ecological Resources:

None.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

May decrease traffic through the residential area to the north.

Consequences:

Decreased noise.
Increased safety and residential liveability.

6. Preliminary Identification of Areas of Critical Concern:

Traffic impact.

7. Potential for Controversial Issues:

None expected.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Does not affect air quality. An Indirect Source Permit is not required.

b. Noise Standards

Decreased noise expected in residential area to the north.
A noise study report will be prepared.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

Conforms to Salem Area Transportation Plans and land use. Does not affect zoning.

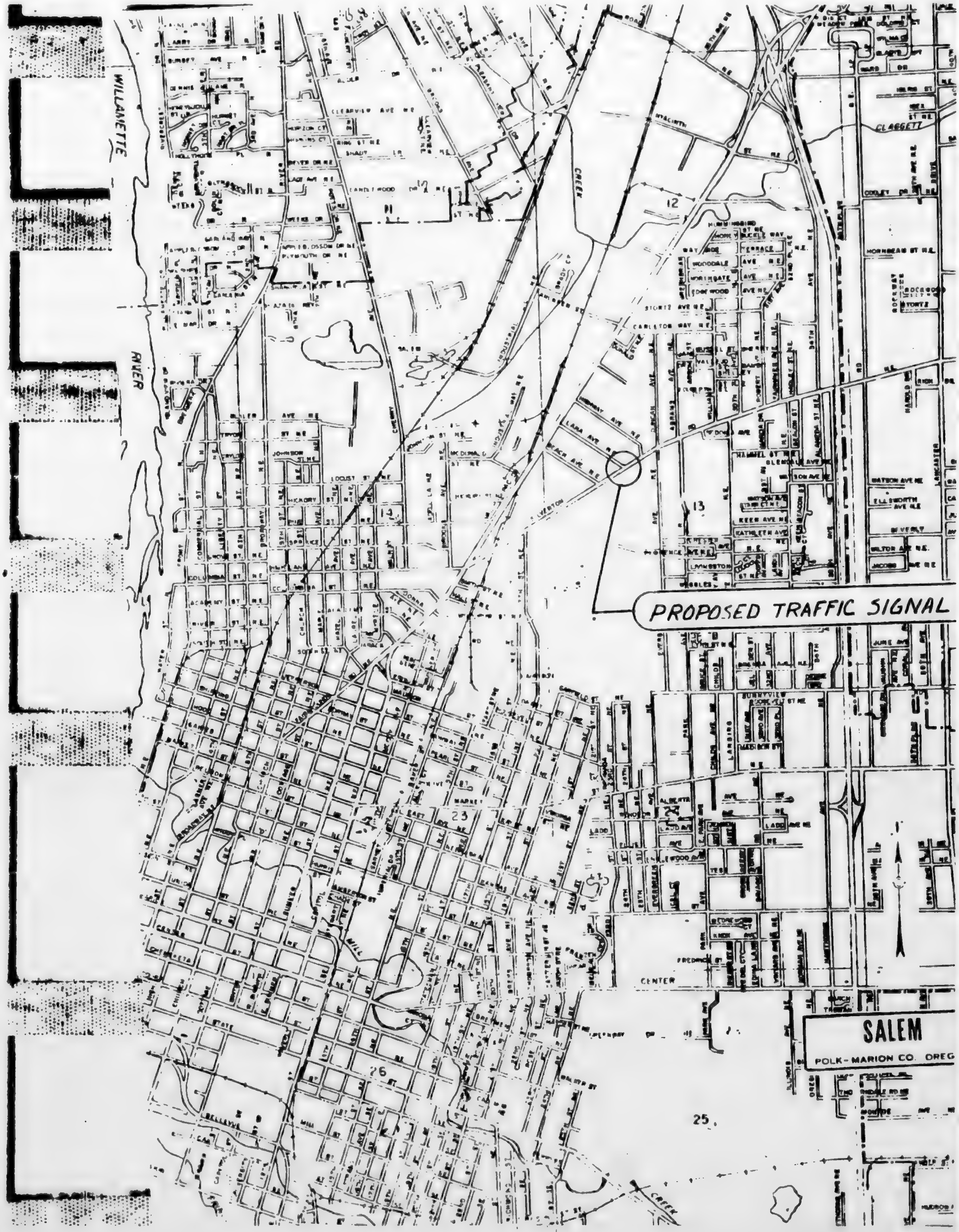
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		_X_----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

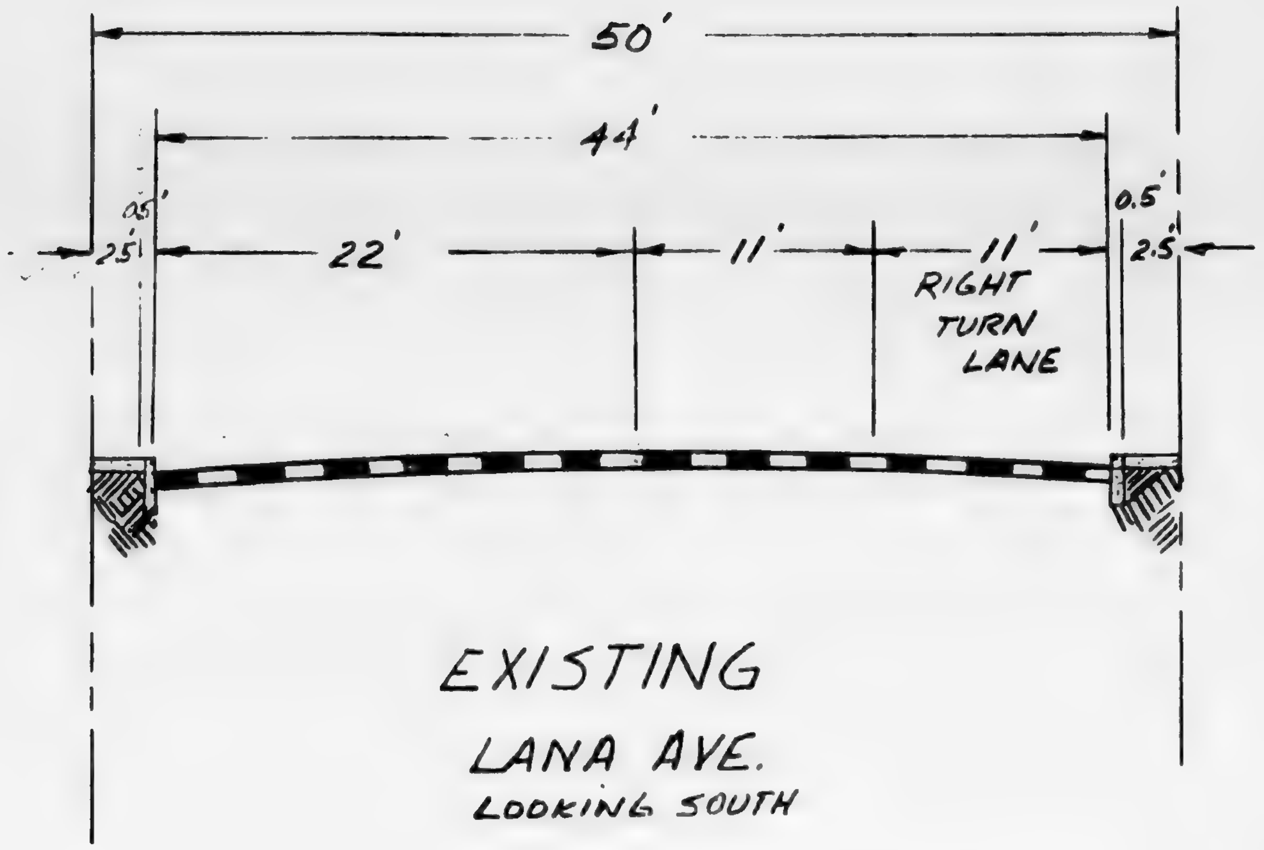
Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10(e), projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: _____ 1 _____ 2 __X__ 3 _____ 4


PROPOSED TRAFFIC SIGNAL
SALEM
POLK-MARION CO. OREG
WILLAMETTE
RIVER
CREEK
CENTER
12
13
23
25
26

CROSS- SECTIONS

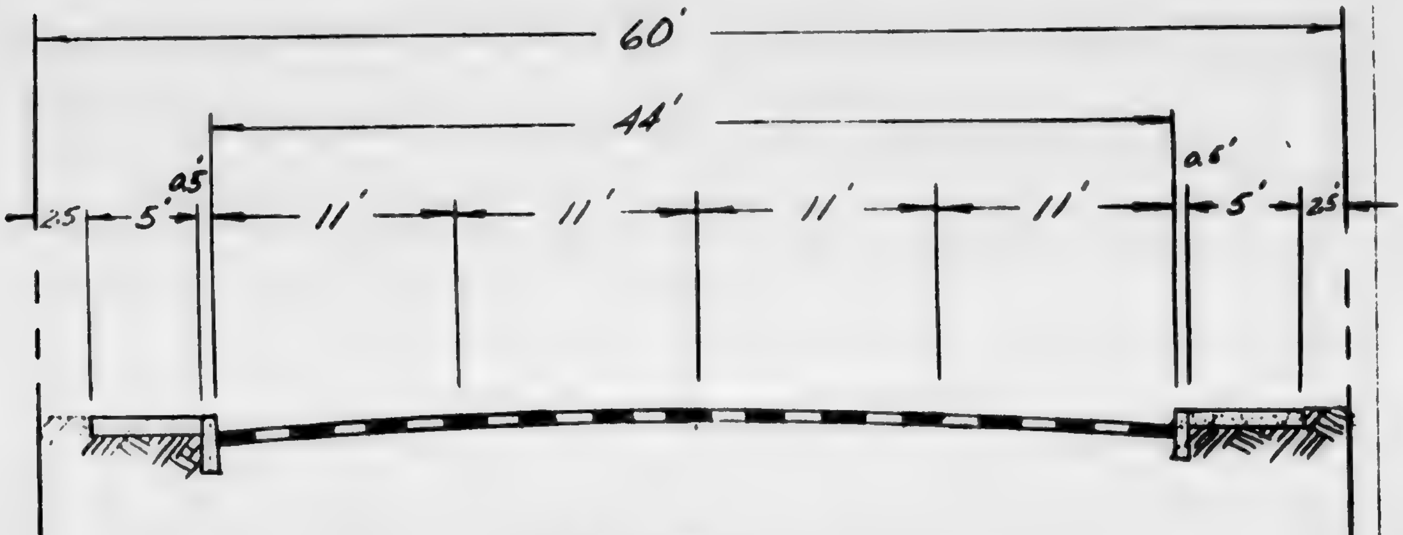

50'
44'
0.5'
2.5'
22'
11'
11'
RIGHT TURN LANE
0.5'
2.5'

EXISTING

LANA AVE.
LOOKING SOUTH

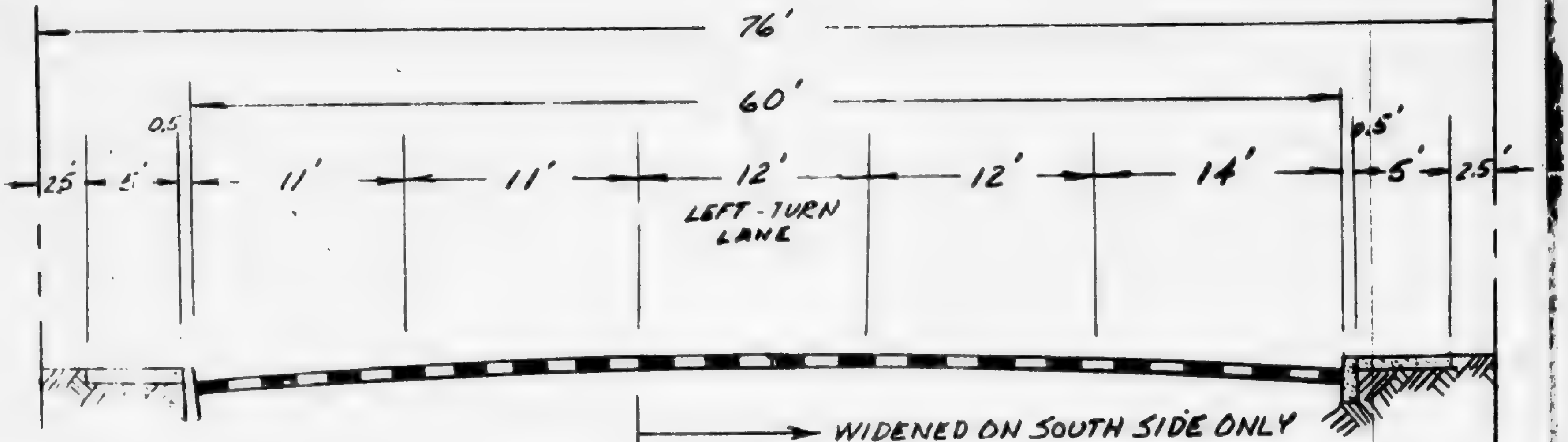
NO CHANGE PROPOSED

CROSS- SECTIONS


60'
44'
2.5
5'
0.5
11'
11'
11'
11'
0.5'
5'
2.5'

EXISTING

SILVERTON Rd.
LOOKING EAST


76'
60'
0.5
2.5
5'
11'
11'
12'
LEFT-TURN LANE
12'
14'
0.5'
5'
2.5'
WIDENED ON SOUTH SIDE ONLY

PROPOSED

SILVERTON Rd.
LOOKING EAST

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 27, 1978

TO: Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council of Governments
200 Senator Building
220 High Street N.E.
Salem, Oregon 97301

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Silverton Rd. at Lana Ave. (Salem)
Highway: FAU-1720, City St., Salem
County: Marion

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 27, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 2 C. O. Fredrickson
District 3 R. A. Kuehn
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
SEP 27 '78
REFER TO
FOR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway	
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378 · 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Silverton Rd. at Lana Ave. (Salem)		
11	12] PROJECT LOCATION—CITY FAU-1720, City St. Salem	PROJECT LOCATION—COUNTY Marion	PROJECT LOCATION SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06–10 12] [71

The project is to install a two-phase, pedestrian and/or vehicle, fully actuated traffic signal at the intersection of Silverton Road at Lana Avenue. Also included is street widening on Silverton Road for a left turn refuge at Lana Avenue. Also the curb radius on the Northwest corner of the intersection will be decreased to narrow the intersection and shorten the crosswalk.

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
87,840		7,150	7,150		102,140

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45
U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79
FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: 9/27/78

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 October · 43] DAY [44 27 · 45] YEAR [46 1978

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9/27/78

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

M-1720(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 15, 1978

Section Silverton Rd. @ Lana Ave. (Salem)

Unit (if appl)

County Marion

City Salem

Highway Silverton Road

State Hwy. No. FAU 1720

Termini: M.P.(if appl)

Length Intersection

Region II

Construction Estimate $102,140
Program Amount

B. Purpose of Project:

This project will increase the safety of this intersection by allowing Lana Avenue traffic safe entry onto Silverton Road. It also provides safe pedestrian crossing of both Lana Avenue and Silverton Road. This project will also provide a good access and egress along Silverton Road for the State Fairgrounds. The left turn refuge on Silverton Road for Lana Avenue will increase safety and capacity of the intersection.

C. Origin & History of Project:

To increase pedestrian and vehicle safety, signalization of Lana at Silverton Road has been suggested over many years, but only in the last few years has traffic increased to such an extent that now it meets both minimum vehicular volume warrant and interruption of continuous traffic warrant.

The proximity of the State Fairgrounds parking lot entrance gave rise to the idea of combining the entrances with the signal to help alleviate the traffic problems during fair time. The State Fair agreed and

(See attached)

D. General Description of Project:

The project is to install a two-phase, pedestrian and/or vehicle, fully-actuated traffic signal at the intersection of Silverton Road at Lana Avenue. Also included is street widening on Silverton Road for a left turn refuge at Lana Avenue. Also the curb radius on the northwest corner of the intersection will be decreased to narrow the intersection and shorten the crosswalk.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 4 ; Med. 0 ; Shldrs curbed ; Parking no parking

Proposed: No. Lanes 5 ; Med. 0 ; Shldrs curbed ; Parking no parking

Traffic: Existing Facility: Existing ADT 15,500 ; Projected ADT 13,800 ; Yr. 2000

Existing Level of Service B

Proposed Facility: Projected ADT 16,900/13,800* (see attached) ; Yr. 1980/2000

Projected Level of Service B

C. Origin & History of Project: (cont'd)

suggested the widening of Silverton Road to provide left turn refuges. They agreed to contribute a matching share toward the project and provide the needed right-of-way through easement for the added widening.

This is ranked priority #4 for traffic signals in the Transportation Improvement Program of the Salem Area Transportation Plan.

* Year 2000 traffic lower than existing volumes due to traffic diversions to other facilities assumed in the Salem Area Transportation System plan (primarily the I-305 Replacement Arterial).

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels 1
Yes, No

Acres 0.26 ; Type of Relocation Req. utilities only ; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

Ranked No. 4 traffic signal project by Salem Area Transportation Study (SATS).

FHWA and/or OSHD approvals given, if any:

None yet given.

Location or Design Alternatives (identify and describe):

No alternate designs or locations available.

Other Descriptive Information or Comments:

Existing 5 foot sidewalks are to be replaced wherever disturbed by the proposal. Sidewalks in this area may be used for bicycle traffic.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The intersection of Silverton Rd. @ Lana Avenue is flat terrain not subject to flooding (See SATS overview study, July, 1976). Both streets are improved with curbs, sidewalks and storm drains.

The soil of this area is classified as Woodburn silt loam (WuA). The soil is well drained, having moderate permeability. It is not subject to erosion since slopes are less than 3%.

There is no known wildlife other than birds, squirrels, and other small animals common to the inhabited portions of Salem.

2. Cultural:

The area around the intersection is mainly developed as commercial property. The Oregon State Fairgrounds parking lot is on the south-east of this T-type intersection.

The intersection to the north and west is commercially developed and zoned CR (Commercial Retail). To the south and east of the intersection is the Oregon State Fairgrounds, zoned PA (Public Amusement).

Except during night time hours, Silverton Road traffic noise is ever present. The 1976 SATS Planning Overview on transportation noise analysis shows the decibel level to be greater than 75 dBA L_{10} for Silverton Road and 70 to 66 dBA L_{10} for Lana Avenue.

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Underground and overhead utilities, private and public, are located in both streets (city water, storm drains and sewer, Pacific Northwest Bell Telephone, Portland General Electric and Northwest Natural Gas Company.)

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

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2. Estimated Impact on Traffic Patterns:

The addition of a signal may divert traffic now using residential streets in the Northgate area to use Lana Avenue (now a collector street).

Consequences--Air Quality, Noise, Safety, etc.:

Noise and air pollution may decrease on Lana Avenue due to less delay. The intersection will be far safer with the signal for traffic on Lana Avenue and pedestrians crossing at this intersection.

3. Estimated Impact on Land Use:

None .

Consequences:

4. Expected Impact on Natural Ecological Resources:

None.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

May decrease traffic through the residential area to the north.

Consequences:

Decreased noise.
Increased safety and residential liveability.

6. Preliminary Identification of Areas of Critical Concern:

Traffic impact.

7. Potential for Controversial Issues:

None expected.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Does not affect air quality. An Indirect Source Permit is not required.

b. Noise Standards

Decreased noise expected in residential area to the north.
A noise study report will be prepared.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

Conforms to Salem Area Transportation Plans and land use. Does not affect zoning.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------

SIGNIFICANT:

____ D & FEIS

____ Section 4(f)

NON-SIGNIFICANT:

____ D & F Neg.Dec.

____ Section 4(f)

X ----NON-MAJOR ACTION-----

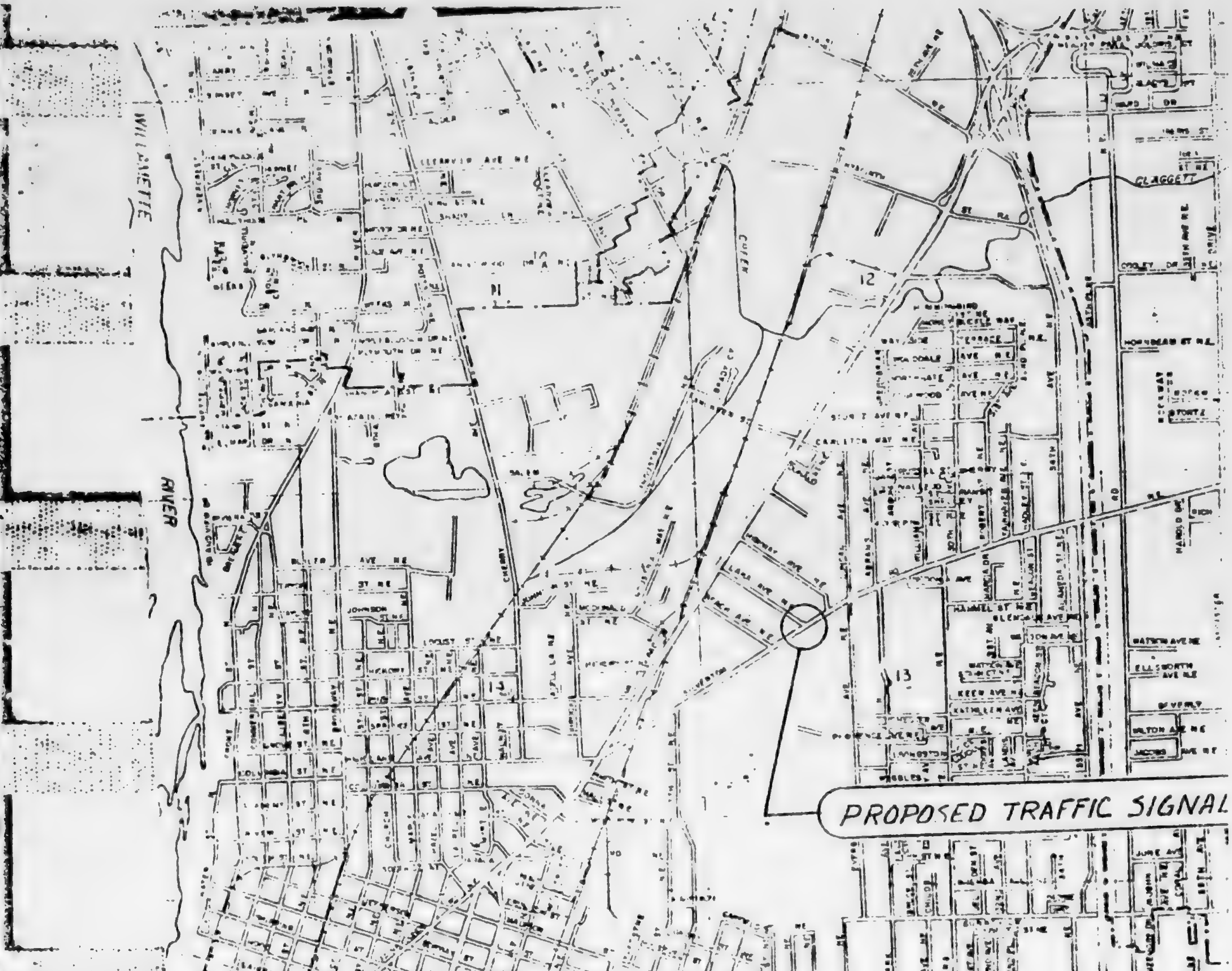
_X_ ASSESSMENT ONLY

____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

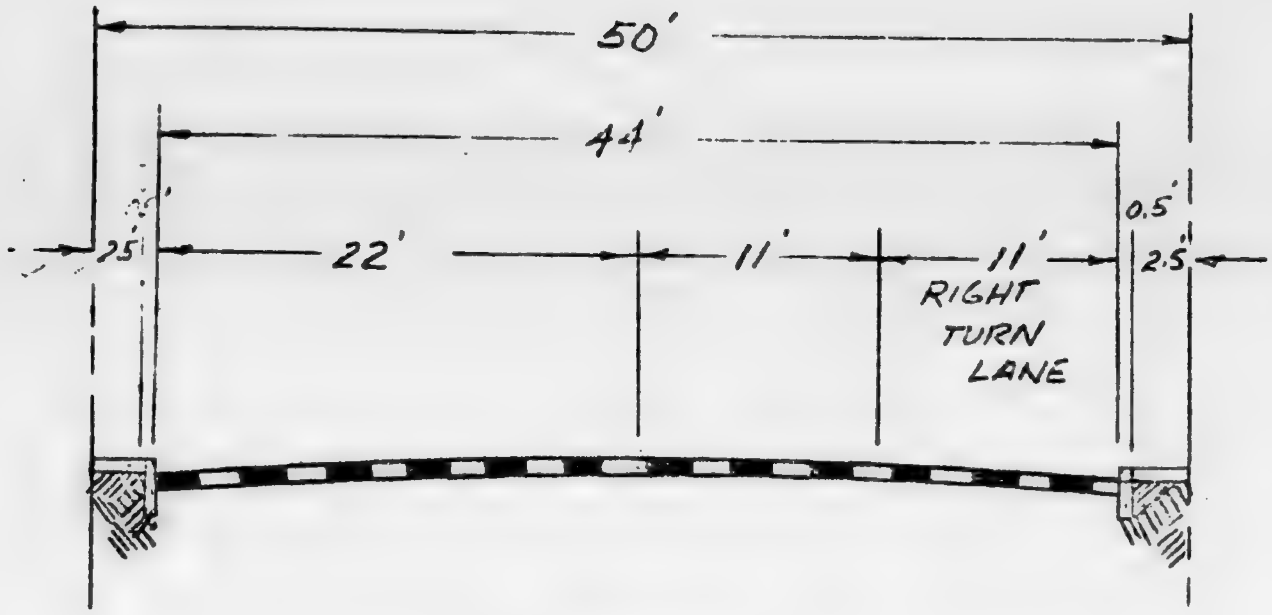
In accordance with FHPM 7-7-2 paragraph 10(e), projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4



WILLAMETTE
RIVER
CLAGGETT
11
12
13
PROPOSED TRAFFIC SIGNAL
SALEM
POLK-MARION CO

CROSS- SECTIONS

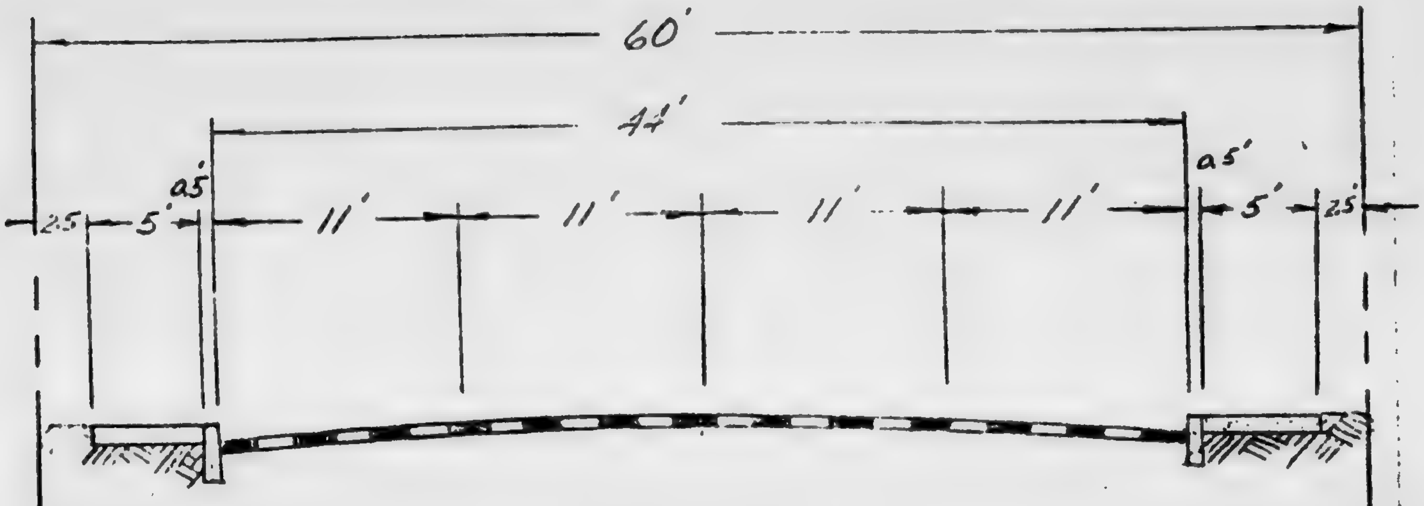

50'
44'
.5'
0.5'
2.5'
22'
11'
11'
2.5'
RIGHT TURN LANE

EXISTING

LANA AVE.
LOOKING SOUTH

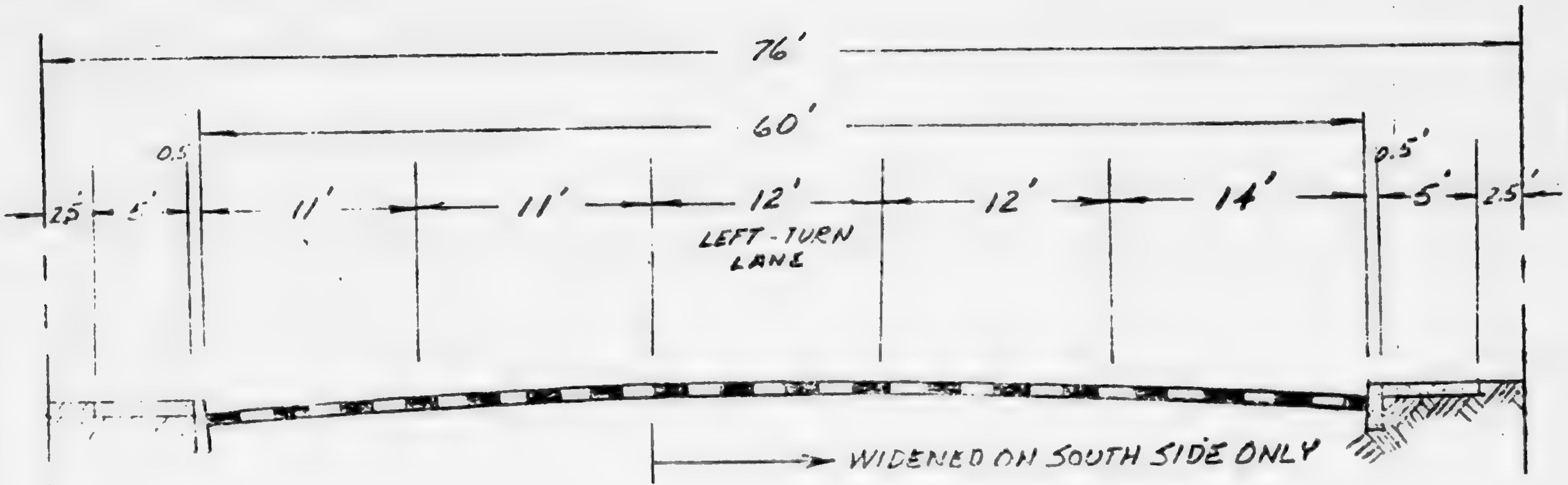
NO CHANGE PROPOSED

CROSS- SECTIONS


60'
44'
0.5'
0.5'
2.5
5'
11'
11'
11'
11'
5'
2.5'

EXISTING

SILVERTON Rd.
LOOKING EAST


76'
60'
0.5
0.5'
2.5
5'
11'
11'
12'
LEFT-TURN LANE
12'
14'
5'
2.5'
WIDENED ON SOUTH SIDE ONLY

PROPOSED

SILVERTON Rd.
LOOKING EAST

SALEM AREA TRANSPORTATION STUDY

400 Senator Bldg., 220 High N.E. Salem, Oregon 97301 (503) 588-6250

COORDINATING COMMITTEE

MEMORANDUM

August 31, 1978

REGION 2 ENGINEER
RECEIVED
SEP 5 1978
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ HSO ☐ ENV ☒ RFE

TO: Salem City Council

FROM: Ellen Lowe, Chairperson E Lowe
Salem Area Transportation Study, Coordinating Committee

SUBJECT: Amendments to the SATS-Transportation Improvements Program

RECOMMENDATION

The SATS Coordinating Committee recommends to the City Council that the following amendments to the TIP be adopted:

Traffic Signals

1. Market at Lancaster	FAU	$48,000.
2. Mission at Winter		0
3. Lana at Silverton	FAU	$40,000.

Traffic Operations Improvements

1. Lana at Silverton	FAU	$62,140.

BACKGROUND

Referring to No. 1 and 2 above: The project is scheduled this year and is estimated to cost nearly $50,000.00. The SATS Transportation Improvement Program which lists and schedules all FAU funded projects only budgets the project for $20,000.00.

Two FAU signal projects are scheduled this year: Lancaster at Market and Mission at Winter. Mission at Winter, budgeted for $28,000.00, requires a two-phase pretimed signal similar to the one removed from Lancaster at Market.

- PARTICIPATING AGENCIES -
City of Salem - Marion County - Polk County - Mid-Willamette Valley Council of Governments - School District No. 24-J
Mid-Willamette Valley Regional Parks Agency - Oregon State Department of Transportation - Federal Highway Administration

SALEM AREA TRANSPORTATION STUDY

400 Senator Bldg., 220 High N.E. Salem, Oregon 97301 (503) 588-6250

COORDINATING COMMITTEE

RE: Amendments to the SATS-TIP

August 31, 1978

Shifting the FAU funds allocated to Mission/Winter to Market/Lancaster will fund Market/Lancaster. Surplus equipment from Market/Lancaster will be used at Mission/Winter, using general fund money already allocated.

Referring to No. 3 above: A traffic signal at Lana Avenue and Silverton Road is identified in the TIP for construction this year. Included in the work is a fully actuated two-phase traffic signal and widening to install left-turn refuges for Lana Avenue and the State Fairgrounds. Cost of these improvements is $38,109 for roadway work, $40,000 for the signal and $24,031 for PE and other incidental work. The signal work was programmed at $32,000 in the TIP. The TIP should be revised to reflect the signal cost of $40,000 and traffic operations improvements of $62,140.

EL:mh

cc: Marion County Board of Commissioners
Bill Cranford, Urban Studies Section
~~Phil~~ Stearns, Region Federal Aid Engineer

LOCATION PROSPECTUS

Silverton Road at Lana Ave. (Salem)
Silverton Road (City Street)
Marion County

May 1978

HIGHWAY:	Silverton Road (City Street).
TERMINI:	Intersection.
LENGTH:	600 feet ±.
NARRATIVE:	Purpose of the survey is to prepare plans, specifications and cost estimate for installation of a fully actuated two-phase traffic signal capable of future interconnection; illumination and turn refuges at the subject intersection. City of Salem will do preliminary and construction engineering. The airport will not be affected. No drainage problems are anticipated. FAUS funding will be used.
CHARACTERISTICS:	1977 ADT 15,500 Silverton Road; 5,400 Lana Ave.. This project will increase the safety of this intersection and provide safer access to the State Fairgrounds.
STANDARDS:	AASHO Design Guide for Local Roads and Streets.
TYPICAL SECTION:	2 - 11 foot lanes, 2 - 12 foot lanes and 1 - 14 foot lane, with 5 foot sidewalks each side. (see attachments).
BRIDGE:	Not applicable.
ACCESS:	Not applicable.
SURFACING:	To be determined during survey.
MATERIAL:	Local suppliers.
ADDITIONAL FACILITIES:	12 foot left turn lane for Lana Ave. and the State Fair grounds.
AGREEMENTS:	City agreement required.
PARKS:	The State Fairgrounds are adjacent to the work

area. This work is being at the suggestion and with the agreement of the State Fair Board.

RIGHT OF WAY: State Fair Board will provide needed right of way by easement.

SAL0019 3

Form E-39 (Rev 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Silverton Road @ Lana Avenue (Salem)
Date May 23, 1978

Highway Silverton Road, City Street FAU 1720
Authorization No. 1

County Marion
Survey Prefix 324-1952 (Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection of Silverton Road and Lana Avenue.

Typical Section: See Attachments.

RECEIVED
MAR 2 · 1979
ACCTG. CONTROL

Purpose of survey: Prepare plans, specifications and cost estimate for a traffic signal installation, turn refuges and illumination at the subject intersection.

M-1720(2)
3-26-79

Estimate of cost:

Field	901	500
City	903	5,000
Design	905	500
Traffic	911	200
Utility	914	500
Specifications	921	500
Environmental	923	300

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 7,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Richard E. Nelson
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~ XXXXXXXXXXXXXXX

SP*23604-734

BEN GIFFORD
Comm 240CT78

FEDERAL AID PROJECT REQUEST

Date April 24, 1978

Applicant Agency City of Salem

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. 1720 & 1770 Route Name Silverton Road & Lana Avenue

Project Name Traffic signal installation, Silverton Road at Lana Avenue

Project Length intersection Project Location (Attach sketch map) ←

Project Description Install a fully actuated two-phase traffic signal at the intersection of Silverton Road at Lana Avenue, capable of inter-connection at a later date. Also widen Silverton Road to install left-turn refuges for Lana Avenue and the State Fairgrounds.

Average Daily Traffic 15,500 (1977) Silverton Design Speed 35 MPH (Silverton Rd.)
5,400 (1977) Lana 30 MPH (Lana Ave.)

Complete Applicable Sections:

I. ROADWAY DATA Silverton Road (see attachment for Lana Avenue)

1. Existing Roadway: (Attach sketch) ←

Width 44' Travel Lanes 4 Shoulders curbed
Medians None Parking No parking
Sidewalks both sides (5')
Remarks

2. Desired Roadway Cross Section: (Attach sketch) ←

Width 60' Travel Lanes 5 Shoulders curbed
Medians -0- Parking No parking
Curbed yes Length Curb Radii 25'
Sidewalk/Bikeway 5' sidewalk
Remarks A 12' left-turn lane will be installed for Lana Avenue and the State Fairgrounds.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way: Silverton Road (see attachment for Lana Ave.)

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks Additional right-of-way will be acquired by easement from Oregon State Fair

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Flashing 8" red light faces Lana Avenue to supplement "STOP" sign.

2. Proposed Signalization:

Location Silverton Road at Lana Avenue

Type Fully actuated
Phases Two
Type of Suspension Mast arm
Interconnected Not at this time
Remarks Installation shall be capable of interconnection. Driveway to the Fairgrounds is to be relocated and signalized as the south leg of this intersection.

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

1 - 400 Watt mercury vapor at intersection, S.W. Corner, on 15' luminaire arm.

2. Proposed Illumination:

Location 2 - Southeast and Northwest corners
Type 1000 Watt mercury vapor, Type IV

Remarks To be installed on mast arm poles.

V. STRUCTURE DATA N/A

1. Existing Structure:

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length ' Width

Are sidewalk/bikeways desired:__________

Are any utilities to be attached to structure?__________

Are provisions for illumination desired?__________

Are there any unusual or complicating conditions?__________

Remarks__________

VI. RAILROAD DATA N/A

1. Are there any railroad crossings? Yes______ No______

   Name of Railroad__________
   Existing Crossing Protection__________

2. Will existing railroad crossing be altered?__________

   Remarks__________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Douglas Van Dyke, City of Salem
   Office
2. Environmental Douglas Van Dyke, City of Salem
   Office
3. Public Hearing Douglas Van Dyke, City of Salem
   Office

Remarks__________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State______ Consultant______

2. Project construction engineering to be performed by:

Applicant X State ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes ______ No X

If "yes," describe briefly: ______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 38,109
Right-of-way costs (if participating)	-0-
Traffic control	40,000
Illumination	-0-
Structures	-0-
Railroad	-0-
Other signing, striping, contingencies, & overhead	14,431
Preliminary engineering	9,600
PROJECT TOTAL	$ 102,140

Remarks ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Salem, Oregon and/or ______ COUNTY

By ______ By ______
Mayor

By ______ By ______
City Recorder

By ______

ATTACHMENT LANA AVENUE

FEDERAL AID PROJECT REQUEST

Date

Applicant Agency

Request for: Off-System ____, FAS-C ____, FAUS ____ Project

Federal Aid Route No. ____ Route Name

Project Name

Project Length ____ Project Location (Attach sketch map)

Project Description

Average Daily Traffic ____ Design Speed

Complete Applicable Sections:

I. ROADWAY DATA **Lana Avenue**

1. Existing Roadway: (Attach sketch)

Width 44' Travel Lanes 2 Shoulders curbed

Medians Jiggle bar median at Silverton Rd. Parking restricted at intersection

Sidewalks Both sides (2½ ft.)

Remarks Right and left turn lanes at Silverton Road. Lana Avenue intersectional throat is very large.

2. Desired Roadway Cross Section: (Attach sketch)

Width 44' Travel Lanes 2 Shoulders curbed

Medians none Parking restricted

Curbed yes Length Curb Radii 55'

Sidewalk/Bikeway 5' sidewalk to replace existing walk

Remarks Curb radius on N.E. corner will be reduced to 55', also 48' driveway approach on south to State Fairgrounds to be constructed. curb radii to be 25'.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

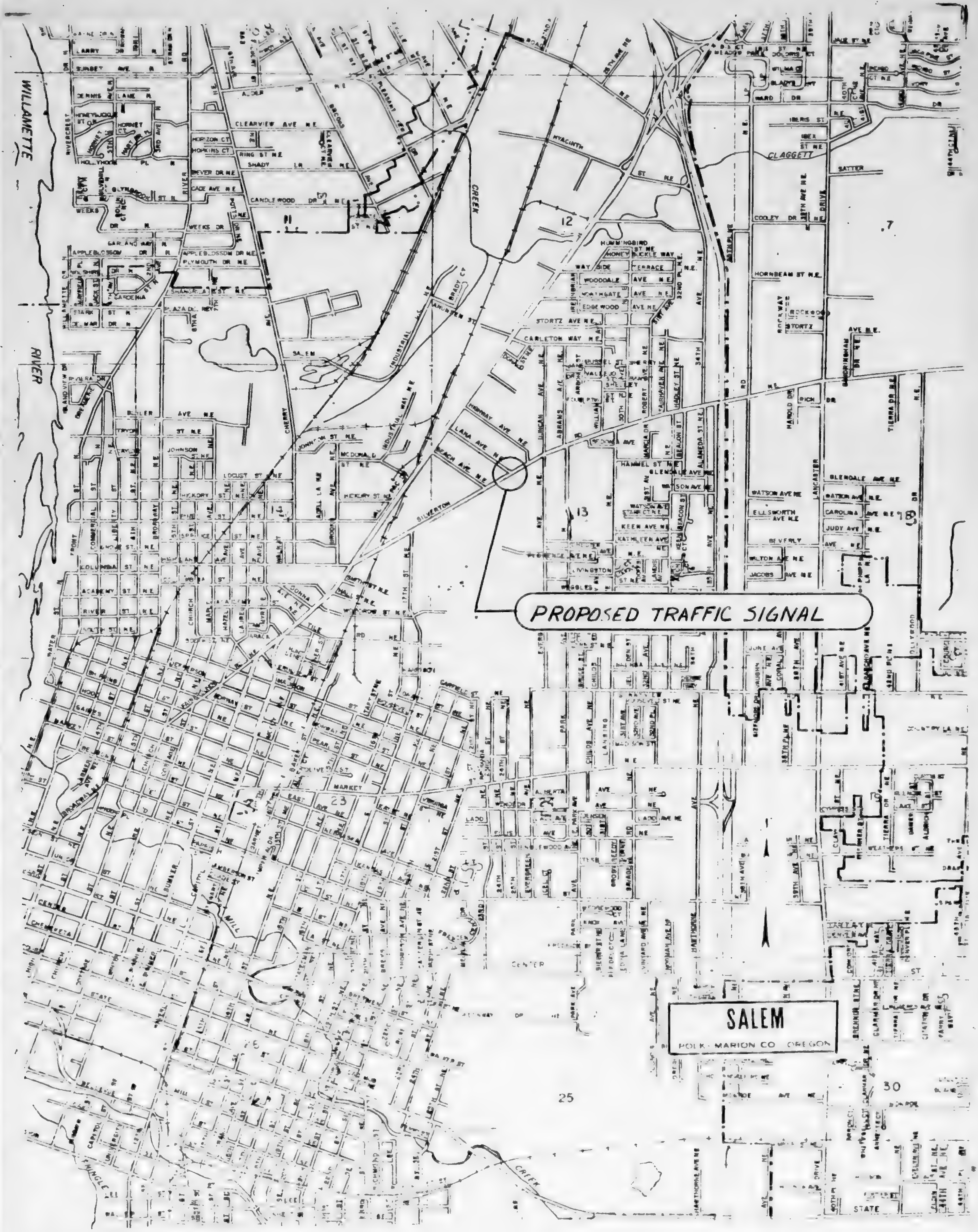
General Width 50' Minimum 50' Maximum 50'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

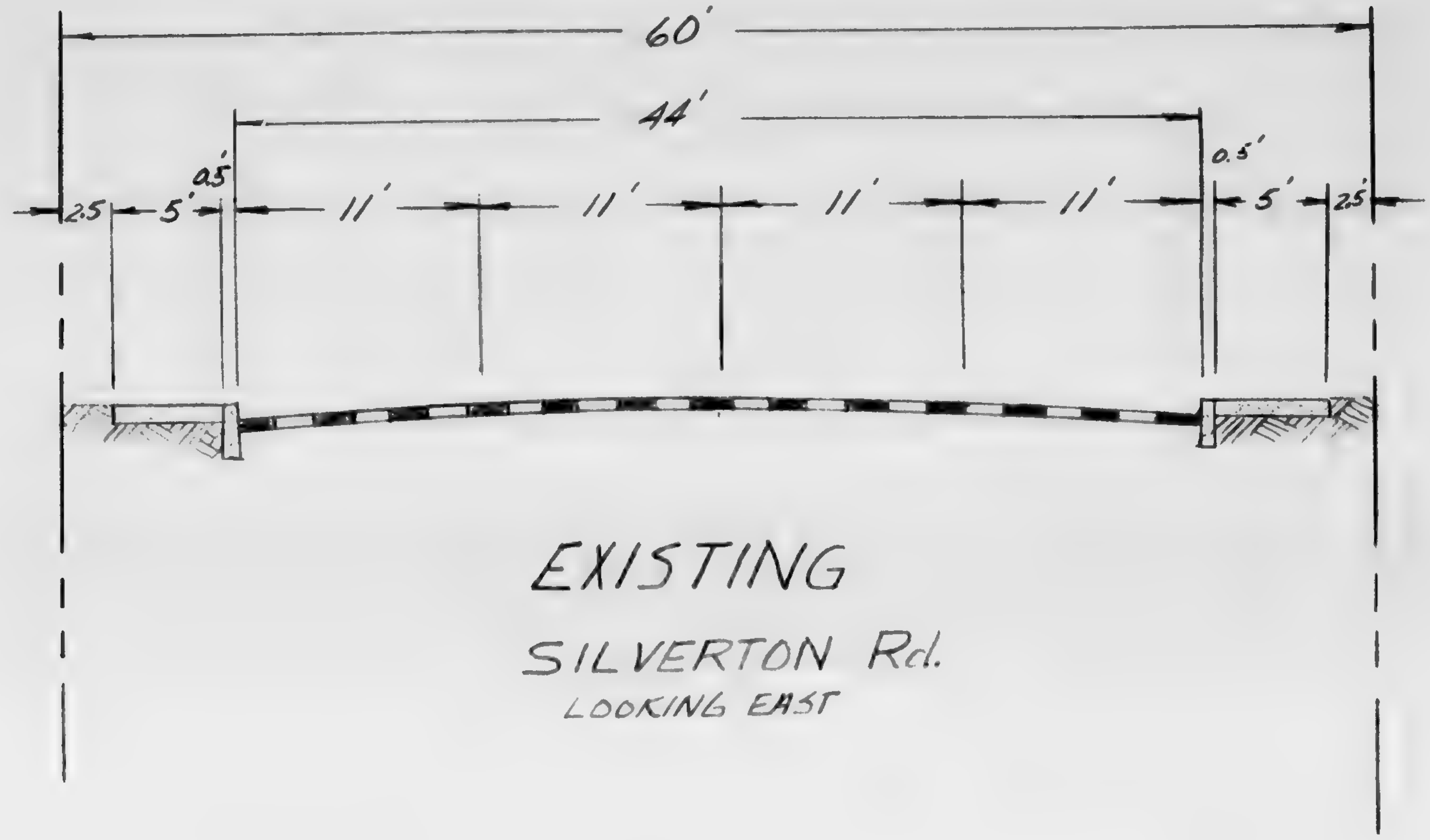
3. Will additional right of way be needed? Yes ____ No X
If answer is "yes," will cost of right of way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and location:


PROPOSED TRAFFIC SIGNAL
SALEM
POLK - MARION CO. OREGON
WILLAMETTE
RIVER
CREEK
CLAGGETT
SILVERTON
CHERRY
INDUSTRIAL WAY NE
LANCASTER
HAWTHORNE
MARKET
CENTER
STATE
CAPITOL
MILL
SATTER
HYACINTH
CLEARVIEW AVE NE
CANDLEWOOD DR
HUMMINGBIRD
WOODDALE AVE NE
EDGEWOOD AVE NE
STORTZ AVE NE
CARLETON WAY NE
LANA AVE NE
BEACH AVE NE
HICKORY ST NE
LOCUST ST NE
JOHNSON ST NE
COLUMBIA ST NE
ACADEMY ST NE
RIVER ST NE
FRONT
COMMERCIAL
LIBERTY
BROADWAY
COOLEY DR
HORNBEAM ST NE
IBERIS ST
WATSON AVE NE
GLENDALE AVE NE
ELLSWORTH AVE NE
BEVERLY
WILTON AVE NE
JACOBS AVE NE
JUNE AVE
OLIVEWOOD
COUNTRY LA NE
7
11
12
13
18
19
23
25
30

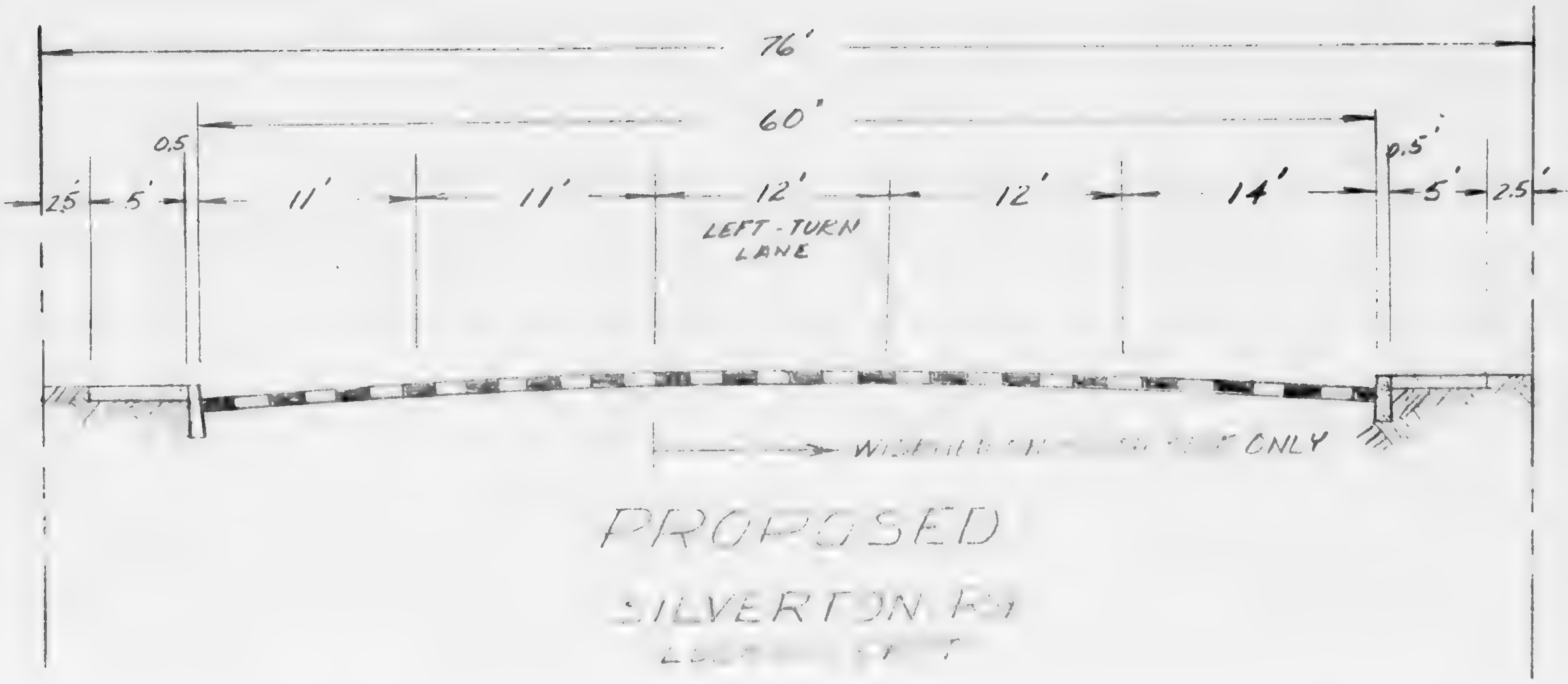
CROSS- SECTIONS


60'
44'
2.5
5'
0.5'
11'
11'
11'
11'
0.5'
5'
2.5'

EXISTING

SILVERTON Rd.

LOOKING EAST

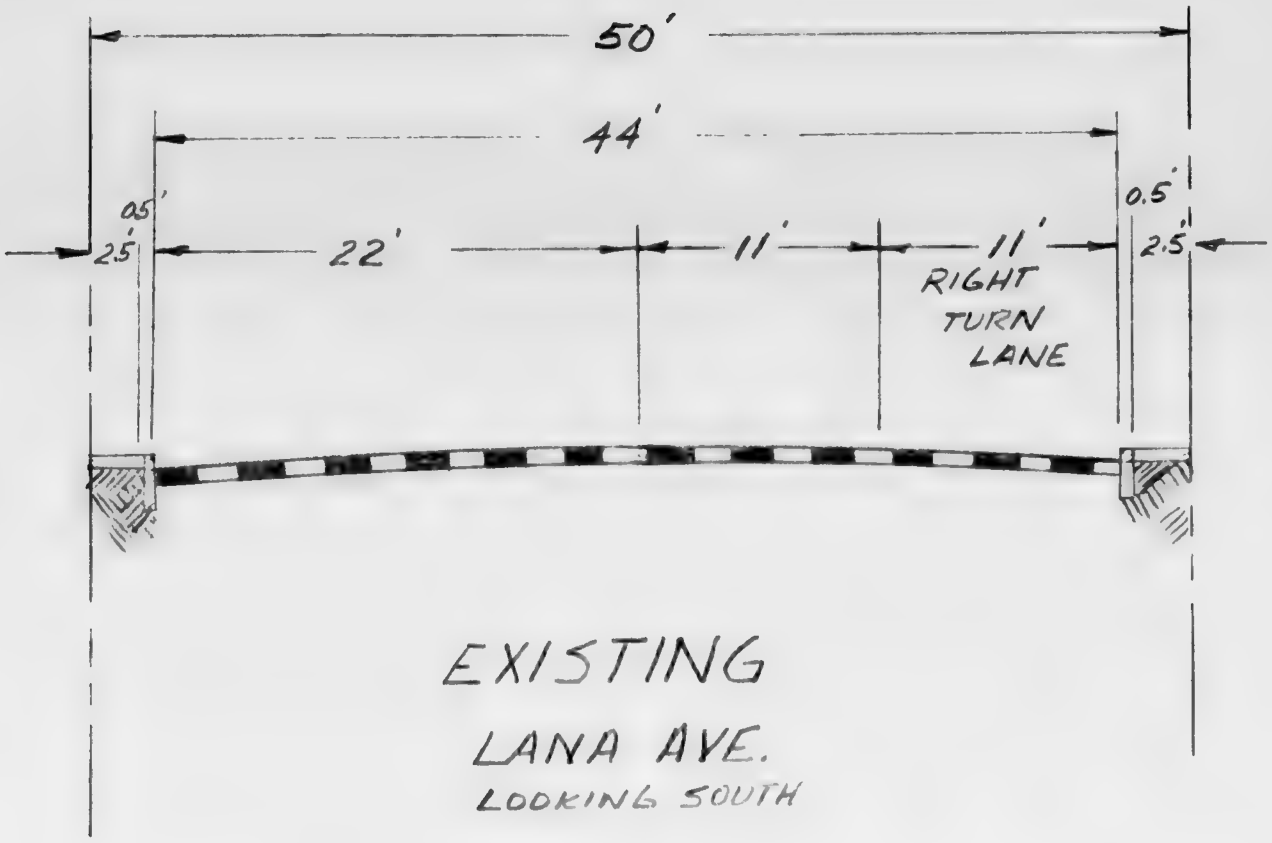

76'
60'
2.5'
5'
0.5
11'
11'
12'
LEFT - TURN LANE
12'
14'
0.5'
5'
2.5'
W[illegible] ONLY

PROPOSED

SILVERTON Rd

LOOKING EAST

CROSS- SECTIONS


50'
44'
0.5'
2.5
22'
11'
11'
0.5'
2.5'
RIGHT TURN LANE

EXISTING

LANA AVE.
LOOKING SOUTH

NO CHANGE PROPOSED

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 25, 1977
Section Silverton Rd. @ Lana Ave. (Salem)
Unit (if appl)
County Marion
City Salem
Highway Silverton Road
State Hwy. No. FAU 1720
Termini: M.P.(if appl)
Length Intersection
Region II
Construction Estimate $102,140
Program Amount

B. Purpose of Project:

This project will increase the safety of this intersection by allowing Lana Avenue traffic safe entry onto Silverton Road. It also provides safe pedestrian crossing of both Lana Avenue and Silverton Road. This project will also provide a good access and egress along Silverton Road for the State Fairgrounds. The left turn refuge on Silverton Road for Lana Avenue will increase safety and capacity of the intersection.

C. Origin & History of Project:

To increase pedestrian and vehicle safety, signalization of Lana at Silverton Road has been suggested over many years, but only in the last few years has traffic increased to such an extent that now it meets both minimum vehicular volume warrant and interruption of continuous traffic warrant.

The proximity of the State Fairgrounds parking lot entrance gave rise to the idea of combining the entrances with the signal to help alleviate the traffic problems during fair time. The State Fair agreed and (See attached)

D. General Description of Project:

The project is to install a two-phase, pedestrian and/or vehicle, fully-actuated traffic signal at the intersection of Silverton Road at Lana Avenue. Also included is street widening on Silverton Road for a left turn refuge at Lana Avenue. Also the curb radius on the northwest corner of the intersection will be decreased to narrow the intersection and shorten the crosswalk.

Alignment: New Existing X Combined

Typical Section: Existing: No. Lanes 4; Med. 0; Shldrs. curbed; Parking no parking
Proposed: No. Lanes 5; Med. 0; Shldrs curbed; Parking no parking

Traffic: Existing Facility: Existing ADT 15,500; Projected ADT 13,800; Yr. 2000
Existing Level of Service B

Proposed Facility: Projected ADT 16,900; Yr. 1980
Projected Level of Service B

C. Origin & History of Project: (cont'd)

suggested the widening of Silverton Road to provide left turn refuges. They agreed to contribute a matching share toward the project and provide the needed right-of-way through easement for the added widening.

This is ranked priority #4 for traffic signals in the Transportation Improvement Program of the Salem Area Transportation Plan.

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 0.26; Type of Relocation Req. utilities only; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

N/A

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

Ranked No. 4 traffic signal project by Salem Area Transportation Study (SATS).

FHWA and/or OSHD approvals given, if any:

None yet given.

Location or Design Alternatives (identify and describe):

No alternate designs or locations available.

Other Descriptive Information or Comments:

Existing 5 foot sidewalks are to be replaced wherever disturbed by the proposal. Sidewalks in this area may be used for bicycle traffic.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The intersection of Silverton Rd. @ Lana Avenue is flat terrain not subject to flooding (See SATS overview study, July, 1976). Both streets are improved with curbs, sidewalks and storm drains.

The soil of this area is classified as Woodburn silt loam (WuA). The soil is well drained, having moderate permeability. It is not subject to erosion since slopes are less than 3%.

There is no known wildlife other than birds, squirrels and other small animals common to the inhabited portions of Salem.

The area around the intersection is mainly developed as commercial property. The Oregon State Fairgrounds parking lot is on the southeast of this T-type intersection.

2. Cultural:

The intersection to the north and west is commercially developed and zoned CR (Commercial Retail). To the south and east of the intersection is the Oregon State Fairgrounds, zoned PA (Public Amusement).

Except during night time hours, Silverton Road traffic noise is ever present. The 1976 SATS Planning Overview on transportation noise analysis shows the decibel level to be greater than 75 dBA L_{10} for Silverton Road and 70 to 66 dBA L_{10} for Lana Avenue.

The 1976 SATS Planning Overview on carbon monoxide concentrations indicate a level of 3.5 mg/m^3.

There are no known historical sites in the immediate area.

Underground and overhead utilities, private and public, are located in both streets (city water, storm drains and sewer, Pacific Northwest Bell Telephone, Portland General Electric and Northwest Natural Gas Company.)

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

The addition of a signal may divert traffic now using residential streets in the Northgate area to use Lana Avenue (now a collector street).

Consequences--Air Quality, Noise, Safety, etc.:

Noise and air pollution may decrease on Lana Avenue due to less delay. The intersection will be far safer with the signal for traffic on Lana Avenue and pedestrians crossing at this intersection.

3. Estimated Impact on Land Use:

N/A

Consequences:

4. Expected Impact on Natural Ecological Resources:

N/A

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

May decrease traffic through the residential area to the north.

Consequences:

Decreased noise.
Increased safety and residential liveability.

6. Preliminary Identification of Areas of Critical Concern:

Traffic impact.

7. Potential for Controversial Issues:

None expected.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Does not affect air quality.

b. Noise Standards

Decreased noise expected in residential area to the north.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

Conforms to Salem Area Transportation Plans and land use. Does not affect zoning.

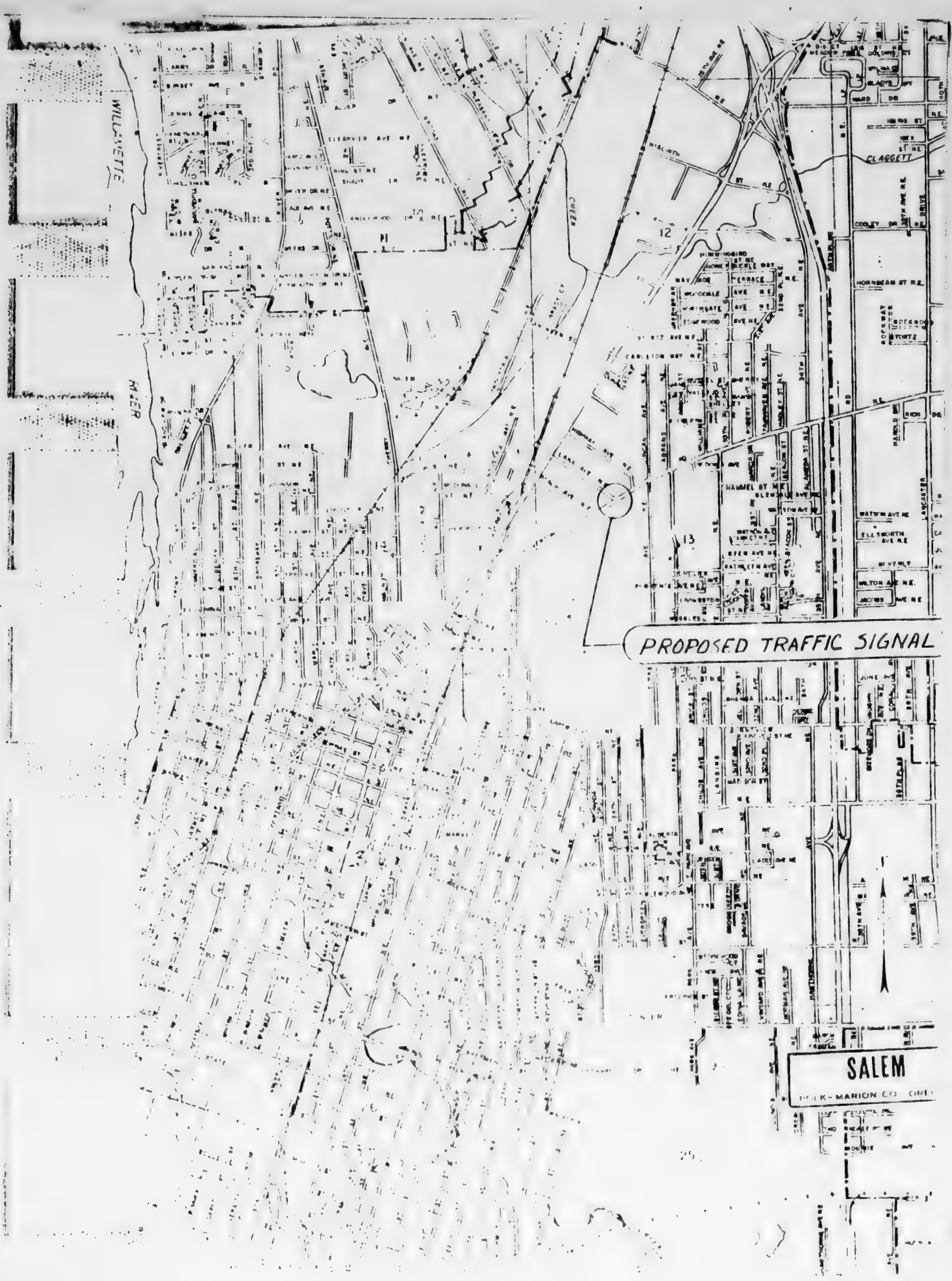
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		_X_--NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

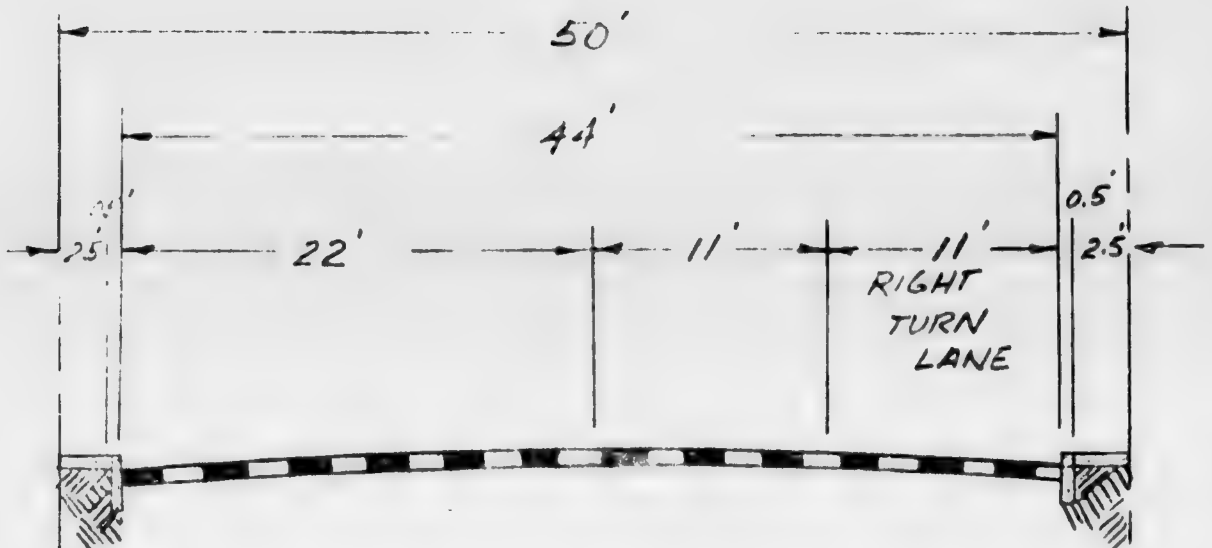
Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10(e), projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


WILLAMETTE
RIVER
CREEK
CLAGGETT
11
12
13
PROPOSED TRAFFIC SIGNAL
SALEM
POLK-MARION CO. ORE.

CROSS- SECTIONS


50'
44'
0.5'
2.5'
22'
11'
11'
RIGHT TURN LANE
0.5'
2.5'

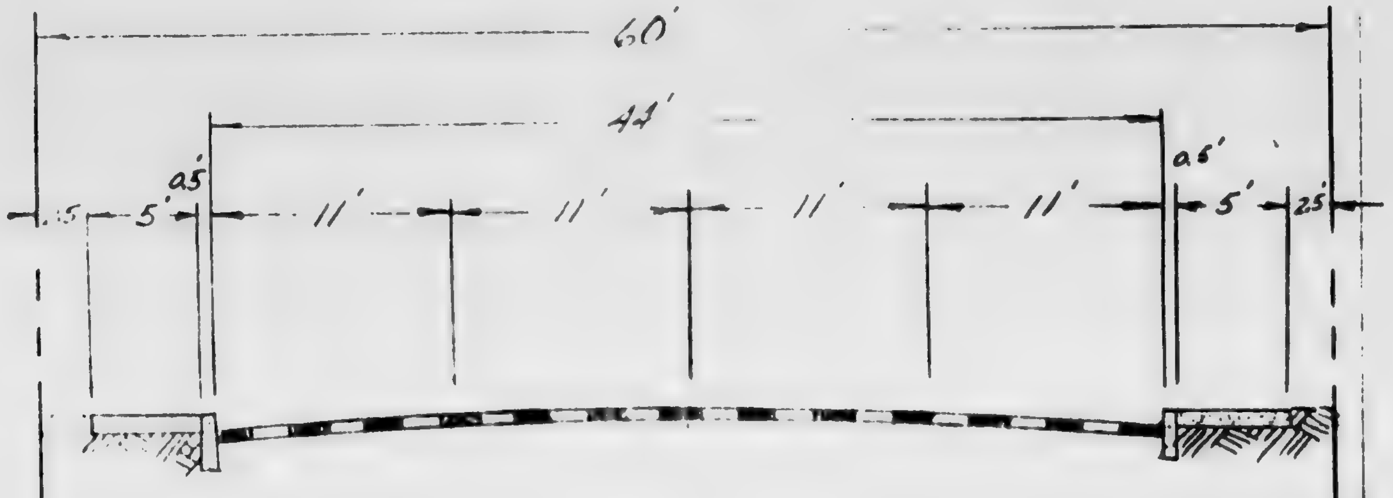
EXISTING

LANA AVE.

LOOKING SOUTH

NO CHANGE PROPOSED

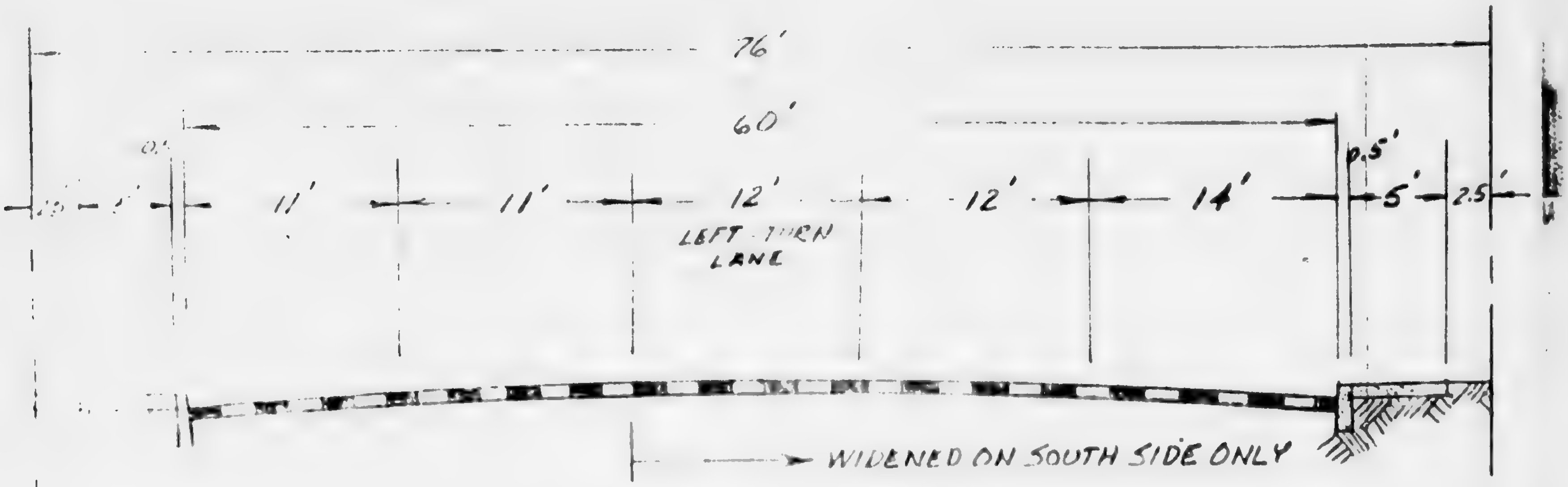
CROSS-SECTIONS



60'
44'
0.5'
2.5
5'
11'
11'
11'
11'
0.5'
5'
2.5'

EXISTING

SILVERTON Rd.
LOOKING EAST



76'
60'
0.5'
2.5
5'
11'
11'
12'
LEFT TURN LANE
12'
14'
0.5'
5'
2.5'
WIDENED ON SOUTH SIDE ONLY

PROPOSED

SILVERTON Rd.
LOOKING EAST

1980 U.P.R.R. Crossing-LaGrande/ 9139
Baker Hwy. (Baker) Sec. (Pav.)

C+A 7204 12-17-79

HIGHWAY DIVISION INVOICE

INVOICE NUMBER
133559

DATE 2-9-82	YOUR ORDER NUMBER	BILLING REQ. NUMBER CC 82-05

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE
BAKERCY

CITY OF BAKER
PO BOX 650
BAKER OR 97814

ATTN J L ADAMSON, DPW

CREDIT DISTRIBUTION

324.02	112.59
301-1004-295-00-000	112.59
301-1004-299-00-000	(112.59)

DESCRIPTION	TOTAL PRICE
FINAL BILLING PER ATTACHED ITEMIZED STATEMENT:	
FEDERAL AID URBAN PROJECT NO. M-4950(1)	
UPRR X'ING, LA GRANDE-BAKER HWY	
POCAHONTAS RD	
AGREEMENT NO. 7204	
CONTRACT NO. 9139	

TOTAL COST	70,477.64
LESS FEDERAL FUNDS	(57,649.78)
LESS STATE SHARE	(6,413.93)
CITY SHARE	(6,413.93)
CITY ADVANCE DEPOSIT	(6,200.00)
CREDIT FOR WORK BY CITY	(101.34)

AMOUNT DUE 112.59

FINAL

FOLD

734-1150 (6-81)

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-22-82	CC 82-05		301-1961-295 $125.51 301-1004-295 987.08

BILL TO: Code:

City of Baker
P.O. Box 650
Baker, Oregon 97814
Attn: Mr. James L. Adamson, Dir. of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per attached Itemized Statement: Federal Aid Urban Project #M-4950(1) U.P.R.R. X'ing-LaGrande/Baker Hwy. Pocahontas Road Agreement No. 7204 Contract No. 9139			
TOTAL COST			$70,477.64
Less Federal Funds			57,649.78
Less State Share			6,413.93
City Share			6,413.93
City's Advance Deposit		6,200.00	
Plus Credit for Work by City		101.34	6,301.34
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$ 6,200
Advance Deposit Previously Transferred to Highway Fund	$ 5,200
Balance	$ 1,000
Transfer to Highway Fund	$ 1,000
Refund Due	$ -----
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 81-03

Amount Due $ 112.59

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved: D E Swan
D. E. Swan

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 1-22-82

CITY Baker **Contract No.** 9139 **Date Completed** 7-22-80

PROJECT # M-4950(1) **Section** U.P.R.R. X'ing-LaGrande/Baker Hwy.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 1,381.58
Payment to Contractor	64,204.99
S.F.O. #1 Permanent Striping	725.08
Contruction Engineering	4,018.14
Audit Expense	38.21
Project Management	97.70
Contruction Section	11.94
TOTAL COST	$ 70,477.64
Less Federal Funds	57,649.78
BALANCE	$ 12,827.86
Less Non-Participating Costs:	
Construction Engineering	26.98
AMOUNT TO BE SHARED	$ 12,800.88

State Share:
50% of (12,800.88 + 26.98) = $6,413.93

City Share:
50% of (12,800.88 + 26.98) = $6,413.93

Reference: Billing Form CC 82-05

9138

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-3-81

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

ST : VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD

FROM 1-22-80

TO 3-3-81

FEDERAL AID PROJECT NO.

M-4950(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 1,381.58 68,967.14	$ 1,381.58 69,069.08	81.83% 81.83%	$ 1,130.55 56,519.23	$ 1,130.55 56,519.23	$ 0.00 0.00
$70,348.72	$70,450.66	81.83%	$57,649.78	$57,649.78	$ 0.00

RECEIVED DIVISION OFFICE

BY Oregon DATE

DIVISION OFFICE REVIEW MADE

BY DATE 10/14/81

PASSED FOR PAYMENT

BY V.E. Skoog, Controller DATE

REMARKS

BAKER

TO TYPE
1-22-82
G

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	UPRR Xing-La Grande/Baker Hwy. (Baker) Section					
	City Street in Baker County					
	Preliminary Engineering					
	Type Code P.E.					
	State		All Required		$ 1,381.58	
	Construction					
	Type Code 6201					
	Pavement Overlay (Sta. 0+00 To Sta. 29+14)					
	Final Contract Payment Summary		Lump Sum		64,204.99	
SFO	#1 Permanent Pavement Stripping (State)		All Required		725.08	
	Total Participating Construction Cost				$64,930.07	
	Construction Engineering					
SFO	#2 City of Baker		All Required		$ 1,113.64	
	State		All Required		2,987.16	
	Total Participating Construction Engineering				$ 4,100.80	
	Misc. Project Cost					
	Audit Expense		All Required		38.21	
	Total Participating Cost				$70,450.66	
	Nonparticipating C-ost					
SFO	#2 City of Baker (Share of Project)		All Required		(101.34)	
	Total Project Cost				$70,349.32	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/15/81.					
	AMOUNT CARRIED FORWARD . .					

```
   236   1964     296      00 N 9
   236   1964     297      00 N 9                                                          729. [illegible]
   236   1964     298      00 N 9                                                        8,602. 9[illegible]
   236   1964     901      00 P 1                                                          989. 00
   236   1964     905      00 P 1                                                          431. 59
   236   1964     906      00 P 1                                                        2,307. 72
   236   1964     909      00 P 1                                                        2,471  43
   236   1964     910      00 P 1                                                           69. 32
   236   1964     911      00 P 1                                                            1. 80
   236   1964     912      00 P 1                                                           15  00
   236   1964     913      00 P 1                                                          836  81
   236   1964     918      00 P 1                                                          167  8[illegible]
   236   1964     920      00 P 1                                                        1,005  85
   236   1964     921      00 P 1                                                           98  4[illegible]
   236   1964     922      00 P 1                                                          187. 51
   236   1964     923      00 P 1                                                        4,888  51
   236   1964     926      00 P 1                                                        8,118  6[illegible]
   236   1964     927      00 P 1                                                       30,192. 4[illegible]
                           TOT         P1
                        ** JOB TOTALS **              **                **            30,192 [illegible]  **

PRR XNG-LAGRAND/BAKER HY    CONT NO    * FA PROJ NOS M   950001 100
   301   1961     296      00 N 9        66. 27          66. 27          1 130  55CR
   301   1961     298      00 N 9        66. 27CR        66. 27CR        1 130. 55
   301   1961     901      00 P 1                                           143  48
   301   1961     905      00 P 1                                           401  59
   301   1961     911      00 P 1                                            26  04
   301   1961     920      00 P 1                                            43  42
   301   1961     921      00 P 1        81. 52CR        81. 52CR           469. 36
   301   1961     922      00 P 1                                            26  22
   301   1961     923      00 P 1                                           271  47
                           TOT         P1        81. 52CR        81. 52CR        1,381. 58
                        ** JOB TOTALS **         81. 52CR**      81. 52CR**      1 381  58  **

2ND ST & 4TH ST (BAKER)    CONT NO    * FA PROJ NOS M   000032 100
   301   1967     296      00 N 9                        1,488 91CR      [illegible]
   301   1967     298      00 N 9                        1 488. 91       [illegible]
   301   1967     901      00 P 1                                        [illegible]
   301   1967     905      00 P 1                           60. 52       [illegible]
   301   1967     920      00 P 1                           80  27       [illegible]

TOTAL TO DATE JOB COST SUMMARY                          OCTOBER 1981     PAGE  512

                                                           FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX   FUNCTION  GR  CURRENT MONTH   YEAR TO DATE    TO DATE
                                 301   1967     921      00 P 1              317. 69         860. [illegible]
                                 301   1967     922      00 P 1                               10. 25
                                 301   1967     923      00 P 1               57. [illegible]    [illegible]
                                                TOT         P1               515 [illegible]     [illegible]
                                             ** JOB TOTALS **        **      515 [illegible]     [illegible]
```

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                          236   1087     960      00 N 1      21,[illegible]          45,674.9[illegible]
                                         TOT      P1                                     208.66
                                         TOT      N1
                                      ** JOB TOTALS **       21,759.35  **       146,883.56  **      1[illegible]

                          301   1001     296      00                                     395.79CR         395.79CR    81    81
                          301   1001     297      00                                     395.79           395.79      81    81
                                         TOT      00
                                      ** JOB TOTALS **                  **                   **                 **

                                                                                                                 STATE
UPRR XING-LAGRANDE/BAKER  CONT NO 9139 = FA PROJ NOS M   950001 100                                   64,204.99     80    81
                          301   1004     201      00 P 1 Pay. Contr.                                      725.08    81    81
                          301   1004     270      01 P 1 SFo#1                                            101.34CR  81    81
                          301   1004     294      02 N 1 CREDIT [illegible] BY CITY                     5,200.00    81    81
                          301   1004     295      00 N 9 Tr. City                                      61,719.23CR  80    81
                          301   1004     296      00 N 9 " St.      136.23CR          185.23CR         56,519.23    80    81
                          301   1004     298      00 N 9 " Fed.     136.23            185.23            2,789.74    80    81
                          301   1004     900      00 P 1 Const. Engr.                                   1,113.64    81    81
                          301   1004     900      02 P 1                                                   38.21    81    81
                          301   1004     915      00 P 1 Audit                                             97.70    80    80
                          301   1004     920      00 P 1 Fin.                                              11.94    81    81
                          301   1004     945      00 P 1 [illegible]                                       87.78    81    81
                          301   1004     948      00 P 1 [illegible]  81.52            81.52               26.98    81    81
                          301   1004     948      00 N 1            26.98            26.98           69,069.08
                                         TOT      P1                81.52            81.52               74.36CR
                                         TOT      N1                26.98            26.98
                                      ** JOB TOTALS **             108.50  **       108.50  **          8,994.72  **

POWDER R(BROADWAY AVE) BR CONT NO 9221 = FA PROJ NOS BROS103002  99
                          301   1005     201      00 P 1
                          301   1005     201      00 P 8



                                                                          OCTOBER 1981           PAGE  143
TOTAL TO DATE JOB COST SUMMARY
                                                                             FISCAL              GRAND TOTAL      ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE    TO DATE          BEG   END
                          301   1005     201      00 N 1                                           300.60
                          301   1005     204      00 P 1                                         2,983.76CR
                          301   1005     204      00 P 8                                            16.24CR
                          301   1005     295      00 N 9                                        28,000.00
                          301   1005     296      00 N 9                        911.07CR       140,881.51CR     81
                          301   1005     298      00 N 9                        911.07         112,881.51       81
                          301   1005     900      00 P 1                         27.99          10,340.95       80
                          301   1005     900      00 P 8                            28              95.92       81    81
                          301   1005     900      00 N 1                                            22.14       81    81
                          301   1005     900      00 N 8                                              22        81    81
                          301   1005     920      00 P 1                                            46.03       81    81
                          301   1005     920      00 P 8                                              31        81    81
                          301   1005     940      00 P 1                                         1,941.03       81    81
                          301   1005     940      00 P 8                                            19.[illegible]  81    81
```

cc: State (H S Coulter)

#939

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO.	COUNTY Baker	DIVISION Oregon
DATE OF REPORT 2-11-81	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. M-4950(1)
COMPLETION DATE 7-22-80	ACCEPTANCE DATE BY CONTRACT AGENCY 10-30-80	TIME ELAPSED $\frac{7}{30}$ = 23.3 %	CONTRACT TIME 30 C.D.
APPROVED EXTENSIONS None	LOCATION Pocahontas Road between U.P. Railroad crossing and the LaGrande/Baker Highway in the City of Baker, Baker County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

U.P. RAILROAD CROSSING-LaGRANDE/BAKER HWY. SECTION
FAU 4950-POCAHONTAS ROAD
Paving

This project provided for the paving of this 0.55 mile section of Pocahontas Road. The City of Baker had previously widened the road to accommodate two 12 foot travel lanes and a center turn lane.

The final amount of the original contract items was $65,520.20 or a 9.93 percent overrun of the original contract amount of $59,600. The final amount of the project, including all changes and engineering, was $67,920.49.

A final inspection of the completed work was made on August 20, 1980. At the time of that inspection some shoulder aggregate work by the County remained to be done to complete the project. This work has since been completed.

All participating work has been completed.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE [illegible]	TITLE Field Operations Engineer	DATE 3/3/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Wildish Corvallis Construction Co. No. 9011	Talbot Rd.-Santiam River (Jefferson) Marion County	October 9, 1980
Willamette-Western Corp. No. 8998	Haines Rd.-Molalla River (Canby) Clackamas County	October 13, 1980
Western Bridge, Inc. No. 9126	Ames Creek (Sweet Home) Linn County	October 15, 1980
Peter Kiewit Sons' Co. No. 8959	Lexington-Bombing Range Road & Lexington-Pieper Canyon Road Morrow County	October 17, 1980
Fabricators, Inc. No. 9157	Libby Drive-Tarheel Creek Coos County	October 17, 1980
Hensel Phelps Const. Co. No. 8795	UPRR 2nd St. O'Xing (LaGrande) Union County	October 23, 1980
Hamilton Electric, Inc. No. 8940	Halsey St. @ 223rd Ave. (Fairview) Multnomah County	October 23, 1980
Hamilton Electric, Inc. No. 8837	Pac. Hwy. W. @ McDonald St.(Tigard) Washington County	October 23, 1980
Traffic Marking Spec. No. 9156	Coquille & Myrtle Point Pavement Marking Coos County	October 24, 1980
Hoberg Const., Inc. No. 9128	N. Tigard Intchge.-SW Beef Bend Rd. (Tigard) Washington County	October 27, 1980
Bracelin-Yeager Excav. & Trucking No. 9137	Newmark Ave.-Ocean Blvd. (Coos Bay) Coos County	October 27, 1980
Gervais Const. Co. No. 8817	Silver Falls State Park Marion County	October 30, 1980
C.W. McCallen Const. Co. No. 9124	Ferguson Rd.-Tekampe Rd. Deschutes County	October 30, 1980
Baker Redi-Mix, Inc. No. 9139	UPRR X'ing-LaGrande/Baker Hwy. (Baker) Baker County	October 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats Const. No. 9071	UPRR/Burnt River (Huntington) Br. Baker County	October 30, 1980
Baker Redi-Mix, Inc. No. 9171	Forest Boundary-North Powder River Baker County	October 30, 1980

November 10, 1980

C. T. Keasey
Asst. State Highway Engineer

November 6, 1980

Seaboard Surety Company
Seattle First National Bank Building
1001 4th Avenue
Seattle, WA 98154

CON 5
#9139

Gentlemen:

On November 4, 1980, we wrote to you concerning release of final payment on Contract No. 9139 awarded to Baker Redi-Mix, Inc., for paving on the U.P.R.R. Crossing-LaGrande/Baker Highway (Baker) Section of FAU 4950 in Baker County.

Final payment on this contract is $2,265.75 and the total contract amount is $64,204.99. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

~~STATE COPY~~

cc: State (H S Coulter)

U.S. RTMENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION

9/3

INITIAL REPORT
& FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Baker	DIVISION Oregon
DATE OF INSPECTION 8-20-80	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. M-4950(1)

IN COMPANY WITH
K. Sides, Trainee, FHWA

LOCATION
Pocahontas Road between U.P. Railroad Crossing and the LaGrande/Baker Highway in the City of Baker, Baker County, Oregon

CONTRACTOR NAME AND ADDRESS
Baker Redi-Mix, Inc., East "H" Street, Baker, Oregon 97814

AWARD DATE 6-18-80	CONTRACT AMOUNT $49,600	TIME ALLOWED 30 calendar days	TIME STARTED 6-30-80	WORK STARTED 7-16-80
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 27	WORK COMPLETED 100	

REMARKS

U.P.R.R. CROSSING-LaGRANDE/BAKER HWY. SECTION
FAU 4950-POCAHANTAS ROAD
Paving

This project provided for the paving of this 0.55 mile section of Pocahontas Road. The City of Baker had previously widened the road to accommodate two 12-foot travel lanes and a center turn lane.

The contract work was complete at the time of this inspection. Some shoulder aggregate needs to be placed by the City to complete the project.

The project has been striped.

It is recommended the contract work be accepted and that the project be accepted upon completion of the above work.

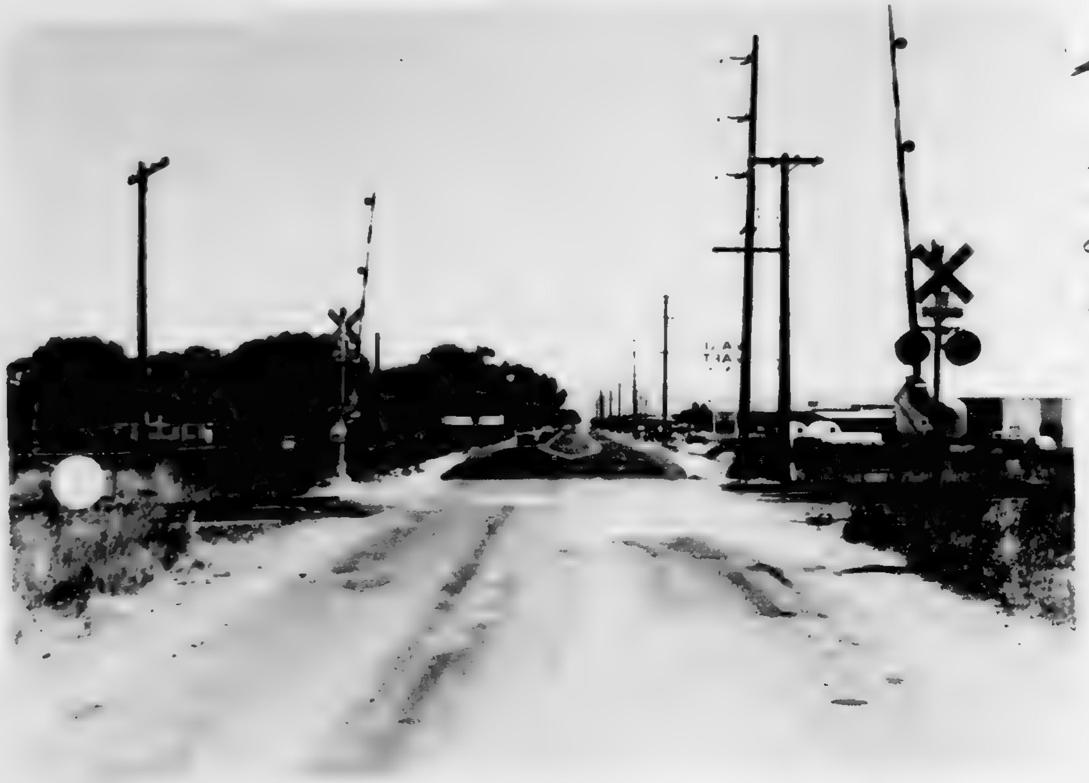
RECEIVED
STATE HWY ENGR
SEP 5 '80
REFER TO
FOR
Info | Inter | R/D | [illegible] | S.S | Act | File

9-5-80
Copies to:
W. F. [illegible]
J. A. [illegible]
Richard Ch[illegible]
[illegible]
[illegible]

Form FHWA-1440 (12-73) Formerly PR-33 A

Previous Editions of PR-33A will Not Be Used

UPRR - LaGrande/[illegible] -
F[illegible] [illegible] [illegible]ntract # 9.3



Looking [illegible]
from UPRR [illegible]
at begin[illegible]
proj[illegible]

[illegible]
[illegible]
[illegible]
st[illegible]
[illegible]

UPRR - La Grande/Salem [illegible]
FAI [illegible] Contract # 913[illegible]

Looking [illegible]
from UPRR Track
at begining [illegible]
project.

Looking [illegible]
[illegible]
[illegible]
showing [illegible]
section [illegible]

CONSTRUCTION NARRATIVE REPORT

Section: UPRR X'ing - La Grande/Baker Highway
Highway: FAU 4950 (Pocahontas Road)
County: Baker

Contract: 9139
Prefix: 301-1004
Contractor: Baker Redi-Mix

Awarded to Baker Redi-Mix, Inc. on June 18, 1980 with the calendar day count scheduled to begin June 30, 1980.

Suspension of work: Due to wet spring weather the City of Baker could not complete their portion of the work satisfactorily, in time for the contractor to begin paving. A suspension of work order was written effective 6/30/80 and remained in effect until the City was ready for the contractor.

Soft Shlds: Work commenced with a resume work order effective 7/16/80. Problems developed immediately with soft shoulder areas. The soft areas were excavated out and backfilled with AC at substantially the contractor's cost, since Baker Redi-Mix was also the contractor on the grading work for the City of Baker. Repairing the soft areas in this manner appearred to be satisfactory - the wearing course went down in a satisfactory manner.

AC Penalty: There is a slight AC penalty due to gradation and low asphalt content. This change order is being processed.

Engineering & Inspection: The City of Baker requested that they be allowed to do their own field engineering and street inspection. Their inspectors were certified through an AC school given by Region 5. All street inspection and rotorex testing was completed by City personnel. We essentially only monitered the project. The procedure seemed to work well and ultimately reduced the overall engineering charges.

Signing: Signing was provided by the City of Baker and was far from being in compliance with the Uniform Traffic Control Manual. No problems were noted. The City had advertised on radio and in the paper concerning the detour route and the work going on. The whole paving project took only 7 calendar days. For this situation I feel the signing was adequate.

REFERRED TO
2 Beard NGB Stoudenmeyer
1 Cole Watson
Erikson Lau
Hager Dorn Due
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

Joseph H.
8-4-80

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: UPRR X'ing-La Grande/Baker Highway
Highway: FAU 4950 (Pocahontas Rd.)
County: Baker

Cont.: 9139
Prefix: 301-1004
F.A. No.: M4950(1)

Item No.	Item	Unit	Original	Semifinal	± %
	Bid Items	$	59,600.00	65,5[illegible]9.90	+10
	Anticipated Items	$	600.00	600.00	+0
	Contingencies	$	2,709.00	-	-100
	Engineering	$	6,020.00	4,000.00	-[illegible]
	Non-Spec. A.C.	$	-	320.70	-
	Total	$	68,929.00	69,79[illegible].20	+1

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

2	Class "B" A.C.	Ton	1,9[illegible]	[illegible],117	+1[illegible]

Additional tonnage authorized by City of Baker - leveling of existing A.C., paving approaches, etc.

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: UPRR X'ing- LaGrande/Baker Hwy
WEEK ENDING: July 25, 1980
SECTION PREFIX: 301-1004
HIGHWAY: FAU 4950
COUNTY: Baker
NAME OF JOB: UPRR X'ing-LaGrande/Baker Highway
KIND OF WORK: Paving
CONTRACTOR: Baker Reki-Mix, Inc.
CONTRACT NUMBER: 9139
FEDERAL AID PROJECT NUMBER: M-4950(1)
DATE OF CONTRACT: June 30,1980
DATE WORK STARTED: July 16, 1980
ESTIMATED COMPLETION DATE: Aug 80
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 8 SUPERVISION 1
SPECIFIED WORK DAYS
WORK DAYS USED
SPECIFIED CALENDAR DAYS 30
CALENDAR DAYS USED 7
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED: 27
PROJECT AUTHORIZATION: $ 68,929.00
EXCLUSIVE OF ENGINEERING: $ 62,909.00
ENGINEERING AUTHORIZATION: $ 6,020.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,909.00
ENGINEERING COST TO DATE: $ 1,029.90
This week $669.90
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %
PERCENT OF AUTHORIZATION 17 %
DATE PROJECT WAS COMPLETED: July 22, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.55
MILES PARTIALLY COMPLETED					0.55
MILES COMPLETED					0.55
TOTAL ESTIMATED QUANTITIES (CONTRACT)					1920
TOTAL QUANTITIES CORRECTED TO DATE					2112
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					2112
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK: Paving machine, Roller, Trucks, etc.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Clear & Hot	1		
MONDAY 21	Clear & Hot	1		
TUESDAY 22	Clear & Hot	1		Completion Date
WEDNESDAY 23		0		
THURSDAY 24		0		
FRIDAY 25		0		
SATURDAY 19	Clear & Hot	1		

RECEIVED
JUL 2? 1980
Richards

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	No activity
MONDAY 21	Paved toplift 6+35 - 29+14 Rt. & 1+90 - 29+14 Lt. Started paving driveways and street approches.
TUESDAY 22	Completed paving
WEDNESDAY 23	Completed striping
THURSDAY 24	
FRIDAY 25	
SATURDAY 19	No activity

REMARKS

STATUS: Completed project 7-22-80.

Insp. & Testing done by City of Baker

Submit semi-final by 8-5-80

SIGNED Joseph A. Schlieski LOCATION LaGrande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

1131

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-71

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

te Oregon

County Baker

Project Number M-4950(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26 , 19 80 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,200.00	$ 73,129.00
Federal funds	$ 3,434.00	$ 59,817.00
Other revisions		

This modification is made for the following reasons: Adding Construction Phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of July , 1980 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burron
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, April 22, 1980

Federal Aid Project
No. M-4950 (1)

U.P.R.R. Xing-La Grande/Baker Hwy. (Baker) Section
City Street in Baker County

Modified Project Agreement Estimate.

Type Code P. E. Preliminary Engineering	All Required		$ 4,200.00
		Total	$ 4,200.00
Type Code 6201 Pavement Overlay (Sta. 0+00 to Sta.29+14)			
Mobilization	All Required		$ 2,000.00
Class "B" Asphalt Concrete	1,920 Ton	$30.00	57,600.00
		Total	$59,600.00
Anticipated Items Permanent Pavement Striping	All Required		$ 600.00
		Subtotal	$60,200.00
		Engineering	8,729.00
		Total	$68,929.00

Length of Roadway.......................... 0.552 Mile
Cost of Roadway Per Mile.................... $ 124,871.37

SUMMARY OF FUNDS (81.8%)*

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Preliminary Engineering	$ 4,200.00	$ 3,434.00	$ 383.00	$ 383.0
Paving	68,929.00	56,383.00	6,273.00	6,273.00
Total	$73,129.00	$59,817.00	$6,656.00	$6,656.00

Group 1-100%
Prefix 301-1961
Prefix 301-1004
Contract No. 9139

* Note: Clause "A" only

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-9	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2 3 80	Oregon County Baker Project No. M-4950(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Pocahontas Rd.(Baker)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-22-80	0.55
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 81.8%

ESTIMATED TOTAL COST OF PROJECT $ 4,200.00	FEDERAL FUNDS $ 3,434.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XX For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon February 19, 1980

Federal Aid Project
No. M-4950(1)

UPRR X'ing-LaGrande/Baker Hwy (Baker) Section
City Street in Baker County

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$ 4,200.00
	Total	$ 4,200.00

Length of project - - - - - 0.55 mi.

- SUMMARY OF FUNDS -

Description	Total Cost	Federal Funds	State Funds	~~County~~ City Funds
Preliminary Engineering	$ 4,200.00	$ 3,434.00	$ 383.00	$ 383.00
Retain In Program				
Contract Work	60,264.00	49,296.00	5,484.00	5,484.00
Total	$64,464.00	$52,730.00	$5,867.00	$5,867.00

Group 1 - 100%
Prefix 301-1961
Pro Rata - 81.8%

June 2, 1980

City of Baker
City Hall
Baker, Oregon 97814

CON 4

Attn: Roland C. Campbell
City Recorder

523-4437
Jim Adamson

Gentlemen:

On May 29, 1980 a satisfactory bid was received from Baker Redi-Mix, Inc., P.O. Box 825, Baker, Oregon 97814 for construction on UPRR X'ing - LaGrande/Baker Highway Section, FAU 4950. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$59,600.00
Permanent Pavement Striping	$ 600.00
4 1/2% Contingencies	2,709.00
10% Engineering	6,020.00
ESTIMATED TOTAL COST	$68,929.00

City's Advance Deposit:
9% of $68,929.00 = $6,203.61 or say $6,200.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 20, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

GEZ:pf

bcc w/AD # 777: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 777 when check is received.

6-18-80
Rec'd Adv Dep
Notified MacNab
& Roger Lang.

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

		FEDERAL AID PROJECT NO. 950(1)
		STATE PROJECT NO. See below
FROM: G. L. Green, Division Administrator FHWA - Salem, Oregon	PROGRAM NO.	COUNTY NAME Baker
	ITEM NO. 00044	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 30 '80
REFER TO
FOR
Info | Inves | R/D | D/S | Sgn | Act | File

5/30

DATE PS&E APPROVED 5-7-80	DATE AUTHORIZATION EFFECTIVE 5-7-80	FEDERAL ROUTE NUMBER FAU 4950 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

UPRR Xing LaGrande/Baker Highway Section

GENERAL DESCRIPTION OF WORK:

Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Permanent Pavement Striping S.F. $600

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's May 5, 1980 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $69,646 Federal Funds $50,900.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-22-80	G K	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-455

1-6

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/30/80

Donald L Rout

May 29, 1980 Bid Letting ___________ All Clear Deadline

SECTION UPRR X'ing-LaGrande/Baker Highway

Highway ___________

County Baker Region 5

Type of Work O'lay-Widen Funds FAUS

State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						Non major
EIS	☒					
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter	☒					
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	Statewide

Section U.P.RR. Xing-[illegible]
Programming Estimate $
Highway FAS 4950 (Pocahontas Rd.)
Project Length 0.55 mile
County Baker
Completion Time 30 calendar days
Kind of Work Paving
Est. Comp. Date 8-1-80
Prefix 301-1961
Letting Date May 29 - 80
Project No. M-4950 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 61,100

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping.	600
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished ______________	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	
Bikeway Signs	
Furnish Mailbox Posts	
Adjust Utilities:	
. . . .	
. . . .	
. . . .	
. . . .	
. . . .	

$ 600

Subtotal $ 67,000

Contingencies (4-1/2%) 3,015

Engineering (~~8, 9~~, 10%) 6,700

Subtotal $

Credit for ______________________________ . . . .

Estimated Net Authorization, Construction . . . . $ 76,715

APPROVED

REC'D 4-18-80
GO

____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date [illegible]

Section UPRR King [illegible]
County [illegible]
Kind Of Work [illegible]
Length 2 [illegible]
Name [illegible]

4-16-80

No	Item	Code	Unit	Quant.	Unit Cost	Total $
1	Mobilization		Lump Sum	All	(6%)	3,500
2	Class "B" Asphalt Concrete		Ton	1,920	30.00	57,600
					$	61,100

FORM 734-1[illegible]

Section U.P.R.R. Xing -La Grandi /Baker Hwy County Baker

Of Work Paving 2-12-80 Length 0.55 Name Don Haynes

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 8 %		All	All	RCL	~~4681~~ 4825
	Temp. Prot. & Direct. of Traffic	3%	All	All		1760
	ROADWORK					
	Asphaltic Concrete Mixture	$58,548	Ton	1927	18.00	34,686
	Asphalt in Mixture		Ton	123	194.00	23,862
	TOTAL				RCL	~~64,992~~ 65,133
	+ 20% Engr. & Cont.					~~12,998~~ 13,027
	GRAND TOTAL				RCL $	~~77,990~~ 78,160

☐ RE ☐ RCE ☐ RME ☐ ROE

☑ RFA FEB 05 1980 ☐

RECEIVED
REGION 5 OFFICE

cy Jim Adamson
J.A. Schlieski

Revised Estimate from Salem
Roger

2-1-80

Section U.P.R.R. Xing -La Grande /Baker H County Baker

Of Work Paving Length 0.55 Name Don Haynes

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 8 %		All	All		4825
	Temp. Prot. & Direct. of Traffic	3%	All	All		1760
	ROADWORK					
	Asphaltic Concrete Mixture		Ton	1927	18^{00}	34,68
	Asphalt in Mixture		Ton	123	194^{00}	23,86
	TOTAL					65,133
	+ 20% Engr. & Cont.					13,027
	GRAND TOTAL					$ 78,160

cc: Roger Lang

REC'D 2-1-80

[illegible] Log [illegible] forward [illegible] ions. Copy to [illegible]

66

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
February 8, 1980

FILE:

FROM: Joe Schlieski JWS

TO: Duane O. Christensen
Final Design Engineer

SUBJECT: UPRR Xing-La Grande/Baker Hwy Sec.
FAU 4950 (Pocahontas Road)
Baker County

RECEIVED
FEB 1[illegible] 1980
ROAD DESIGN

Versteeg
Anderson
Sullivan JWS
Do Not
Return To
Action

Returned is the original title sheet on the subject project with required signatures.

Temporary Protection & Direction of Traffic Specifications - -

111.02 General Requirements - During paving operations the contractor shall install sufficient temporary barricades at each end of the work area to effectively close it to thru traffic. A "Men Working" sign, faced to incoming traffic, shall also be installed at each end of the work area. A row of traffic cones spaced at 100-foot maximum intervals along the length of the work area shall seperate the work area from adjacent local traffic. In addition, the contractor shall install a "Street Closed To Thru Traffic" sign, faced to incoming traffic, at each public street access to the project.

111.11 Materials - The necessary barricades, signs, and cones for the contractor's use will be furnished by the City of Baker.

111.31 Installation and Miscellaneous Details - The placing, moving, maintenance and returning of the city furnished barricades, signs, and cones shall be the responsibility of the contractor.

At such times as work on the project requires the use of flagmen, other than incidental very short term, and locations for sign installations are not shown on the plans, the contractor shall install one each of CW23-2-36 "BE PREPARED TO STOP" and W20-7-36 "FLAGMAN AHEAD" signs spaced approximately 350 feet apart with the W20-7-36 sign approximately 300 feet in advance of the flagman's location. City of Baker will furnish flagmen as may be required for other than incidental very short term which will be the responsibility of the contractor.

111.91 Payment - There will be no seperate payment for temporary protection and direction of traffic, it being understood such payment has been included in other listed bid items.

Material Source - -

The anticipated material source for this project is Baker Redi-Mix, Inc. a commercial source.

cc: Region
Lang
File

REFERRED TO
Board
Cole
Sample
Erikson
Watson LW
Hager
Dorn
Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

66

ROAD DESIGN 378-6558

Roger Lang, Fed. Aid Engr.
REGION 5 LA GRANDE

February 5, 1980

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

UPRR Xing-LaGrande/Baker Hwy. Sec.
(Baker Section)
FAU 4950 (Pocahontas Road)
Baker County

Returned is the original title sheet on the subject project which requires the sign off box and the signature of approval of the responsible individual. We also need to have temporary protection and direction of traffic included in the plans or specifications. We need to know whether material sources are commercial, prospective, etc. Please have this data submitted to us for further processing.

We will add some notes to sheet two to clarify the construction sequence on the typical section. No other changes are anticipated.

DNS:cj
Attachment

cc: Don Haynes

RECEIVED
FEB 5 1980
ROAD DESIGN SECTION

/ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
[illegible]
Wakerlig

To Note
Return To
Bring Up
Action

OREGON STATE HIGHWAY VISION

SUBJECT: UPRR-X-ing La Grande/Baker Hwy.

DATE: January 30, 1980

TO: Phil Lewellyn Location Section

FROM:
Joe Schlieski
P. O. Box 850
La Grande, Oregon 97850

Enclosed find location cost estimate and quantity summary for the subject project. Several items need to be considered:

1.) unit prices used are those currently being charged the City of Baker by Baker Redi-Mix. This contractor has completed all of the projects of this time and I'm certain that pricing the project based on average bid costs etc. will only serve to price the project out of the reach of the city.

2.) The 1"-0 aggregate base should be of commercial quality suitable to the engineer.

cc: file
Lang
Region

Joseph A. Schlieski
(SIGNATURE)

PLEASE REPLY HERE

RECEIVED
JAN 31 1980
LOCATION SECTION

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION UPRR-X-Ing-LaGrande/Baker Hwy. UNIT OR PART ____ sheet ____ of ____

HIGHWAY FAU 4950 (Pocahontas Rd.) PREFIX 301-1961 COUNTY Baker

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1		Mobilization	L.S.	All	L.S.	$2,809.60
2		Class "B" A.C.	Ton	1906.05	$25.00	$47,651.25
3		1"-0 Agg. Base	Ton	1314	$6.50	$8,541.--
		Total bid items				$59,001.85
		Contingencies 4.5%				
		Engineering 10.5% 14.5%				
		14.5% X $59,001.85 = $8,555.27				$8,555.27
		Project Total				$67,5557.12

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9139

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-22-80

FEDERAL AID PROJECT NO.: M-4950(1)

STATE PROJECT NO.: See below

FROM:

Mr. G. L. Green
Division Administrator

PROGRAM NO.:

ITEM NO.: 00044

COUNTY NAME: Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Copies to
Gifford
Location
Grant
Region 5
G. Zehner ✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-22-80	FEDERAL ROUTE NUMBER FAU 4950 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

UPRR X-ing LaGrande/Baker Hwy. (Baker) Sect.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-14-80 you are authorized to proceed with the work as shown above for a TEC of $4,200 with Federal participation limited to $3,434.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-22-80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-63) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-915

H

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 18, 1980

FROM: Bob Aldrich
Region Engineering Specialist

TO: F. E. Terpin
Location Engineer

SUBJECT: UPRR Crossing-La Grande/Baker Hwy.
Pocahontas Road FAU 4950
Baker County
City of Baker

SALEM

Enclosed find the following location data submitted through this office by the City of Baker:

Project plans - (3 sheets) The City of Baker requests that mylars be returned to them when no longer needed.

Locating Engineer's Statement

Region checklist for compliance with Title VI

Federal Aid Project right-of-way certification and utility authority.
Note: Original submitted to Harold Brainerd with print of plans.

Special provisions on this project should be very similar to those used on previous projects: Auburn Ave.-Washington Ave. and Elm St.-Mt. Hope Cemetery Section.

No project pictures were prepared or submitted.

Rec'd 1-29-80
z

NO ESTIMATE

RECEIVED
JAN 21
[illegible]

BA/vt
Enc.
cc: J. A. Schlieski

enter of Oregon's
Adventureland"
CITY OF BAKER OREGON
P.O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

☐ RE ☐ RCE ☐ RME ☐ RCE
RFA SEP 17 1979 ☐
RECEIVED
REGION 5 OFFICE

August 31, 1979

Section: Pocahontas - US30/West City Limits

Highway: FAU 4950

County: Baker

City: Baker

Project: Widening, Grading and Paving

Location and Narrative Report

The project will consist of widening and patching the shoulders complete with a ~~two~~ 1½ inch overlay full width to provide two twelve foot driving lanes, one ~~twelve~~ fourteen foot center turn and ~~four~~ three foot ~~graveled~~ paved shoulders on either side. The city will provide excavation, construction seal, sign relocation, culvert extension and ditch rebuilding and street illumination at city's expense.

ight-of-
ay:

The project will be constructed within existing 60' right-of-way. No serious grade problems are expected in matching the new street grades with the existing property grades.

roposed
ypical
ection:

See attached drawings for typical sections.

ublic
tilities:

CP National Electric Company. Maintains and operates 69 KV and a 24 KV aerial powerline along the south side of Pocahontas Road, it varies between 21 to 26 feet from centerline. They will be notified and they will relocated any poles which are in confolict prior to construction.

American Television Communications Company: Maintains an aerial TV signal line on CP National poles along the south side of Pocahontas Road, it varies between 21 to 26 feet from centerline between 17th Street and West City Limits. They have been notified and they plan to replace the aerial signal with undergroumd cable prior to construction.

Pacific Northwest Bell Telephone Company: Maintains a 200 pair buried cable along the south side of Pocahontas Road approximately 7 feet from the south property line between Highway #30 and Midway Drive, and a 200 pair buried cable along the north side of Pocahontas Road between 17th Street and West City Limits, seven feet from the north property line. Also a 400 pair crossing beneath Pocahontas Road along the east side of Seventeenth Street. They will be notified and they will relocate any cable which is in conflict with the street prior to construction.

ity tilities: Sanitary Sewer: The city maintains a 27 inch sanitary sewer along the south side of Pocahontas Road approximately 3 feet from the south property line. The city will adjust manholes as required. There should be no problem.

Storm Sewers: There is no storm sewer in the area.

Water: The city maintains an eight inch cast iron water main along the south side of Pocahontas Road approximately 18 feet from the south property line. The city will adjust boxes as required, there should be no problem.

vailable ontractors: Baker Redi-Mix Inc.: Is located in Baker and have the equipment and personnel to do the job. There should be no problem getting at least one qualified contractor for this project.

Signing: Signing work will consist of salvaging and reinstalling existing signs. The work will be done by the City of Baker at city's cost.

Illumin-ation: Illumination will consist of 100 watt high pressure sodium lights mounted on CP National poles and furnished and installed by the city under an existing contract between the city and CP National.

inorities: No minorities have been noted within the project limits.

James L. Adamson
Director of Public Works

JLA:clr

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 03
Salem, Oregon 97310

Route 701
Prefix - [illegible] 0001

Attention: County-City Unit 1-15-80

Subject: Federal Aid Project No. FAU 4950· M-4950(1)

Project Name: (FAU Pocahontas Road) UPRR Xing - La Grande/Baker Hwy

Regarding the above refered to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city or county in accordance with said act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe, and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the aboved referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 15th day of Jan., 1980

City/County of Baker

Kenneth D. [illegible]
~~XXXXXXXXXXXXXXXXXXXXXXXXX~~
City Manager Pro Tem

Councilman/Commissioner

N H

[illegible]

Certified By:
Harold Brenneis
Regional Right of way Supervisor
January 29, 1980

Instructions: Complete A or B and C.
R/W File No. ______________
Rev. 1/7[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 14, 1980

In Reply Refer to
File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 00044
Project No. M-4950(1)
UPRR X'ing-LaGrande/Baker Hwy. (Baker) Sec.
Baker County

Attached is data for the subject project.

I request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

(2) Authorization to proceed with preliminary engineering all phases including utility preparatory work at an estimated total cost of $ 4,200, with an obligation of $ 3,434 in federal funds.

CL:sr
Attachment

cc: W. Schwartz (Region 5)
G. Zehner

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	
DATE SUBMITTED TO W.O.	1-14-80	

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		City St., Pocahontas Rd.(Baker) 65		2400	---	--	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
	P.E., Pavement Overlay		▨	▨	▨	▨			M-	4950

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME			
	Urban System	Baker			
	NAME OF URBAN AREA 17-31	ROUTE NOU	FEDERAL-AID	STATE (32) (36)	U.S (37)
	Baker		4950	City St.	

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 81.8%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"UPRR X'ing-LaGrande/ Baker Hwy(Baker) Section	0.55	4,200	3,434	383	383(Ci
5					ROW							
5					CONST (CODE) 6201			0.55	60,264	49,296	5,484	5,484(Ci

CARD 1		PREPARED BY	PROJECT TOTALS	0.55	64,464	52,730	5,867	5,867(Ci
		C.L.			(16) (23)	(24) (33)	REMARKS	
1	14	PROGRAM APPROVAL DATES 10-4-79						

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

1-14-80

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ity St., Pocahontas Rd.(Baker) 68		2400	--- (66) (70)	-- (71) (72)	10	Oregon	41 (2) (3)	W32 (4) (9)	00044 (14) (18)

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
Overlay 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 M- 23	7 4950	(1) 13	(24) (26)	27

Urban System	COUNTY NAME Baker	CODE 001 (14) (16)	PROGRAM STAGE
Baker	ROUTE NOU	FEDERAL-AID 4950 (32)	STATE City St. (36) (37) U.S. -- (41)	☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 81.8%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
		"UPRR X'ing-LaGrande/ Baker Hwy(Baker) Section	0.55	4,200	3,434	383	383(City)	
W								
NST DE) 201			0.55	60,264	49,296	5,484	5,484(City)	ROW-60' normal; Access Control-None; Parking Restrictions-Complete
C.L.		PROJECT TOTALS	0.55	64,464	52,730	5,867	5,867(City)	
				(16) (23)	(24) (33)	REMARKS		

OVAL DATES
10-4-79

-over-

UPRR X'ing-LaGrande/Baker Hwy (Baker) Section
Project No. M-4950(1)

Existing Facility: 20-foot oil surface with 2-foot gravel shoulders. See below for data on railroad crossing adjacent to west end of the project.

Adjacent Sections:
E. End---Jct. with LaGrande-Baker Hwy (St. Rd. #66).
W. End---22-foot oil surface with 4-foot shoulders.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including utility preparatory work.
2) High type pavement overlay to provide for 44-foot roadway section.

Note: City will perform excavation, drainage, rock base, signing & illumination at their expense.

System Action, Airports, Water Developments, Historical and Recreational Areas:
None involved.

Railroads: Crossing No. 2A-340.60

Name of Railroad- - - - - - - - - -	-Union Pacific Railroad
No. of Tracks- - - - - - - - - - - -	Two(Main & Switch)
No. of Trains- - - - - - - - - - - -	22 Freight & 2 Passenger per day
No. of Hi Speed Trains- - - - - -	-None
Present Protection- - - - - - - - -	-Advance Warning & Drop Arm Gates
Proposed Protection- - - - - - - -	-No Change
Railroad Benefits- - - - - - - - - -	None

FHPM 4-1-4 Requirements: Exempt from A-95 Review

FHPM 7-7-2 Requirements: Nonmajor action under the provisions of Paragraph 10e.

FHPM 7-7-5 Requirements:
a) Public Hearings- - -Not required under Oregon Action Plan
b) Location/Design- - -Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 2
2) Included in FY'80 Annual Program in Summary of Projects from Small Urban Areas & Counties on Page 5-1.

December 17, 1979

City of Baker
City Hall
Baker, OR 97814

AGR 4-1

Attention: Roland C. Campbell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 1254

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the improvement to the UPRR Crossing-LaGrande/Baker Highway Section of Pocahontas Road in Baker.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

PRO 6

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 23, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Federal Aid Urban Project

City of Baker is requesting a $64,300 project to widen and improve a 0.55 mile segment of Pocahontas Road. The project will consist of placing asphalt concrete on prepared base and overlaying the existing roadway. City, at their own expense, will excavate each side of existing roadway and place the base material. City will perform the bulk of preliminary engineering. State will supervise construction of the project. The location of the proposed project is indicated on the attached sketch map. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds(82%)	State Share
Baker	UPRR Crossing-LaGrande/Baker Highway, Pocahontas Road, FAU 4950	$64,300	$52,730	$5,785

Region 5 and this office investigated the project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

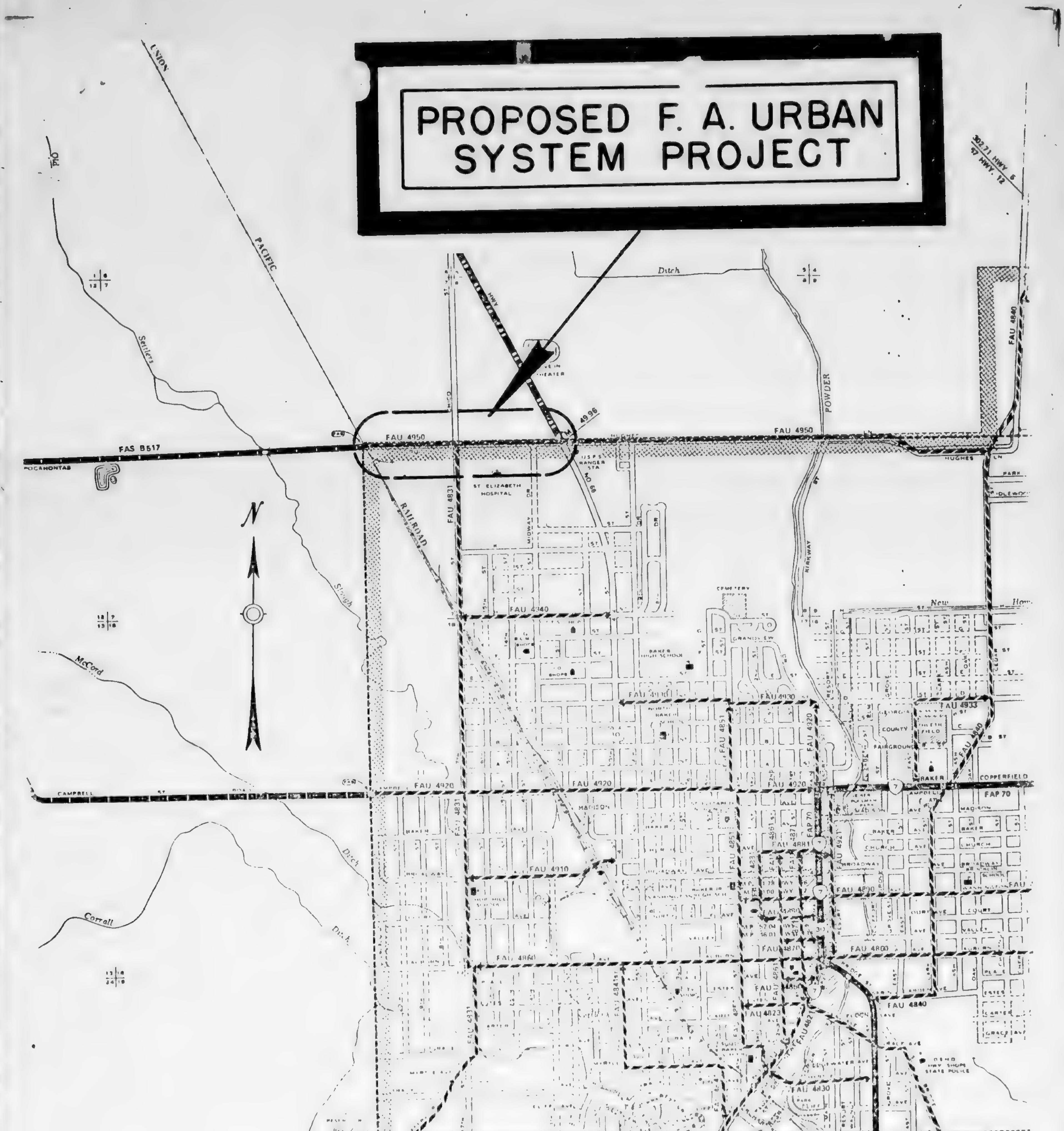
H. S. Coulter
State Highway Engineer

Date 10/23/79

GEZ:pf
Attachment

Contains Recycled Material
81-125-1387

PROPOSED F. A. URBAN SYSTEM PROJECT


UNION
PACIFIC
RAILROAD
302.71 HWY 6
47 HWY 12
Ditch
Settlers
Slough
McCord
Corrall
Ditch
POWDER
RIVER
Sutton
FAS 8517
FAU 4950
49.96
POCAHONTAS
U.S.F.S. RANGER STA
ST ELIZABETH HOSPITAL
MIDWAY
FAU 4831
FAU 4840
FAU 4930
FAU 4933
FAU 4851
FAU 4920
FAU 4910
FAU 4881
FAU 4890
FAU 4860
FAU 4870
FAU 4861
FAU 4821
FAU 4830
FAU 4820
FAU 4921
FAP 70
CAMPBELL
COPPERFIELD
HUGHES LN
CEMETERY
BAKER HIGH SCHOOL
COUNTY FAIRGROUND
MADISON
BROADWAY
BAKER
N

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAS-C PROJECTS					
Jordan Valley-Idaho State Line Section, Broadhurst Lane, FAS-B482 Malheur County	$ 150,000	$132,000	$ 9,000	$ 9,000	10-16-79
FAU PROJECTS					
Kings Hwy.-Jasper Street, Stewart Avenue, FAU 2420 Medford	255,200	224,580	15,310	15,310	10-22-79
Arterial Street Overlay Program Portland	82,000	72,160	4,920	4,920	10-23-79
UPRR Crossing-LaGrande/Baker Highway, Pocahontas Road, FAU 4950 Baker	64,300	52,730	5,785	5,785	10-23-79
Oak Street-Williamson Way, Hersey Street, FAU 3920 Ashland	440,000	387,200	26,400	26,400	10-24-79
Airport Road-Vaughn Lane, South Main Road, FAU 5425 Lebanon	1,629,000	452,700	49,650	49,650	10-26-79
Newmark Avenue-Ocean Blvd. Wallace Street, FAU 2741 Coos Bay	127,000	111,760	7,620	7,620	10-29-79
FAIX PROJECTS					
Salem Parkway and Corollary Projects Salem	1,304,000	1,108,400	None	195,600	11-6-79

November 7, 1979

H. S. Coulter
State Highway Engineer

91E4

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 9/21/79
PREFIX

1 - IDENTIFICATION

PROJECT NAME: U.P.RR Crossing - La Grande/Baker Hwy.

HIGHWAY NAME: Pocahontas Road F AU Rte. 4950

HIGHWAY NUMBER:

REGION 5	ADMINISTRATIVE DISTRICT 13	COUNTY Baker	CITY BAKER

LENGTH: 0.55

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Baker FAU District

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☒ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Paving.

(Grading, Base & drainage by Others)

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): Est. 2400

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

- FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAY
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey City	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☐	☐
Utilities	☒	☐	☐	Design Review with City	☒	☐	☐

Type Power/Telephone/TV City to adjust or cause to be adjusted

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	May 1980 (Region)	(Salem)

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 10'	2- 12'
SHOULDERS	2'±	3'
MEDIANS	NONE	1-14' Continuous Lt. turn
PARKING LANES		
SIDEWALKS	NONE	NONE
BIKEWAYS	NONE	NONE
INTERCHANGES	NONE	NONE
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing By City	☒	☐	☐
Illumination By City	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage By City	☒	☐	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☐	☐
Complex Acquisition	☐	☐	☐
Relocations	☐	☒	☐

Right of Way (cont.)	YES	NO	MAYBE
Improvements	☐	☐	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☐	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☐	☐
Permits	☐	☐	☐
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☐	☐

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
10" Pit Run	Base	1½" A.C. Comm "B mix" Immediate
2" Aggr. Level Course	Level	1½" A.C. Future

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING #3060 City, #3850 State	6,910	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Construction - A.C. Pvmt only	37284	
ENGINEERING & CONTINGENCIES 40%	14,879	
PROJECT TOTAL	59,073	

SUBMITTED BY Roger C Lang Fed. Aid Engr

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
September 21, 1979

FILE:

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: D. E. Swan
Operations Programming Engineer

SUBJECT: Proposed Project
UPRR Crossing
La Grande-Baker Highway
Pocahontas Road, FAU Rte. 4950
City of Baker

Enclosed is project request and assessment for the improvement of Pocahontas Road from the U.P.R.R. Crossing to the La Grande-Baker Highway, received from the City of Baker and Baker County. The project is identified on the priority project list developed by the Baker FAU District members.

The project is within the 3-R concept in that the existing surface will remain in place and strengthened with an overlay. No right-of-way is involved and the project has been accepted by property owners as evidenced by Resolution No. 2573. Also, the project appears to fall within the statewide assessment accepted by the State Clearinghouse.

Project plans have been developed for some time while awaiting funding. The plan and profile scale does not conform to our desired scale; however, as only wearing surface is being placed by FAU funds the Design Section has agreed to accept the plans developed. Title sheets and detail sheets have not yet been prepared.

The proposed typical section does not conform with drawing #2128 for Urban Arterial & Collector Streets. The proposal calls for two 12 foot travel lanes, one 14 foot continuous left turn lane with three foot shoulders on each side.

It is recommended the typical section be approved on the basis that all business establishments have provided adequate off street parking, and future developments will be expected to provide their own parking; that no parking signs will be placed by the city if a problem of parking developes; that the continuous left turn lane eliminates the need for standard width shoulders and that adequate right-of-way is not available for inclusion of a wider shoulder. Also, it is noted several of our Primary Highway projects have been approved for construction with substandard shoulder widths.

The City of Baker currently has a negative balance of approximately $19,700. With the anticipated allocation of $41,000 on October 1, they will require an additional $42,000 ± in order to finance the project which they have requested. The city is requesting the project be constructed in the summer of 1980, it is suggested we place the project on our May 1980 Bid Letting Schedule.

By copy of this letter, I am asking for concurrence in the Statewide Assessment from our Environmental Section.

Enclosed is a Location Prospectus and Authority for Survey. Please take the necessary steps to place the project in line for funding.

RCL:ph
Enc.
CC: Jim Adamson
F. E. Terpin
Gary Potter
J. A. Schlieski

OREGON STATE HIGHWAY DIVISIO

AUTHORITY FOR SURVEY

Section UPRR Crossing-La Grande/Baker Highway

Date September 21, 1979

Highway Pocahontas Road, FAU Rte. 4950

Authorization No. 1

County Baker

Survey Prefix 5[illegible]-1861
(Assigned by Salem office)

Description of termini, route, length, etc.:

From UPRR Crossing easterly to the La Grande/Baker Highway

Purpose of survey:

Monitor plan and specifications developed by City of Baker. Print plans specifications and prepare estimate of cost for PS & E Document

M-4950(1)
1-22-80

Estimate of cost

Resident Engineer	[illegible]	1,[illegible]	[illegible]	[illegible]	100
Final Design	([illegible])	1,[illegible]	[illegible]	(21)	1,000
Soils & Geology	(10)	7[illegible]	[illegible]	[illegible]	150
R/W Liaison	(1[illegible])	10[illegible]	Environmental	[illegible]	100

Total estimated cost of survey $[illegible],200

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approved by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Federal Aid Engineer

Recommended for Approval

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

1/H

FEDERAL AID PROJECT REQUEST

Date August 31, 1979

Applicant Agency City of Baker
Request for: Off-System ____, FAS-C X ____, FAUS X ____ Project
Federal Aid Route No. FAU 4950 **Route Name** FAU Pocahontas Road
Project Name FAU POCAHONTAS ROAD UPRR Crossing - LaGrande/Baker Hwy.

Project Length 0.55 mile **Project Location (Attach sketch map)**
Project Description Project will consist of widening and patching the shoulders complete with a two inch overlay full width to provide two twelve foot driving lanes, one fourteen foot center turn and three foot shoulders on either side. The city will provide excavation, construction seal, sign relocation, culvert extension and ditch rebuilding and street illumination at city's expense.
Average Daily Traffic 2400 Est. **Design Speed** 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 ft. Travel Lanes 2 Shoulders Unimproved
Medians None Parking Unimproved
Sidewalks None
Remarks Right of Way is 60 feet
Actual ADT will be sent within 14 days

2. Desired Roadway Cross Section: (Attach sketch)

Width 44 Travel Lanes 12 Ft. Shoulders Ft. on each side
Medians None Parking None
Curbed No Length Curb Radii NA
Sidewalk/Bikeway None
Remarks Side walk/Bikeway considered but project does not lie within pedestrian generators.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 feet Maximum 60 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ______ No No

3. Will additional right-of-way be needed? Yes ______ No No
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ______ No ______
Remarks ______

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location NONE

Type N/A
Phases N/A
Type of Suspension N/A
Interconnected N/A
Remarks

3. **Permanent Signing:**

Include in project or by applicant? No additional signing will be required, will be adjusted as required by applicant.

4. **Permanent Striping:**

Include in project or by applicant? by applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

3 each, 250 Watt MV by Hospital

2. **Proposed Illumination:**

Location Approximately 250 feet of spacing
Type 100 Watt High Pressure Sodium

Remarks To be furnished by applicant

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type N/A
Approach Roadway Width N/A Shoulder Width N/A
Length N/A Width
To remain in place? N/A

2. Proposed Structure:

Location No

Approximate Size: Length N/A Width N/A

Are sidewalk/bikeways desired: NO

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad N/A
Existing Crossing Protection N/A

2. Will existing railroad crossing be altered? N/A

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	City Manager Office
2.	Environmental	City Manager Office
3.	Public Hearing	City Manager Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant______ State X______ Consultant______

3. Will applicant perform any work prior to or after award of contract?

Yes X______ No______

If "yes," describe briefly:

The city will adjust and/or replace city owned utilities as required, and excavate shoulders, as shown on typical section.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 61,220
Right-of-way costs (if participating)	-0-
Traffic control	-0-
Illumination	-0-
Structures	-0-
Railroad	-0-
Other______	-0-
Preliminary engineering	3,060
PROJECT TOTAL	$ 64,281

Remarks Request funding at 82% - 9% & 9%

Project requested for May of 1980.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF BAKER and/or BAKER COUNTY

By______ MAYOR

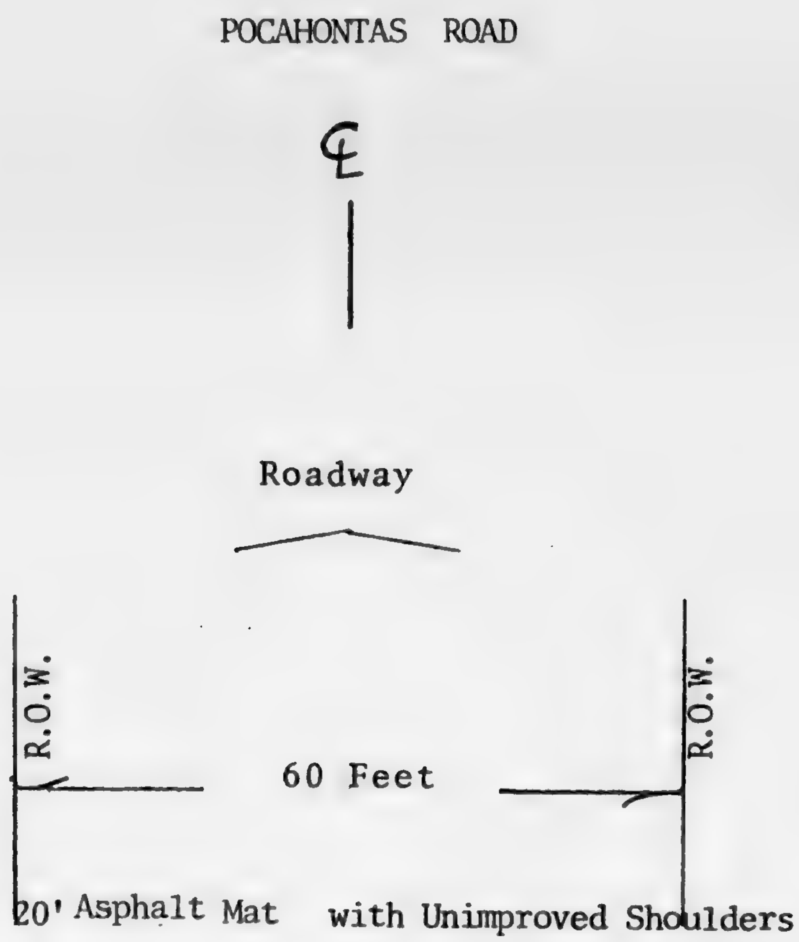
By______

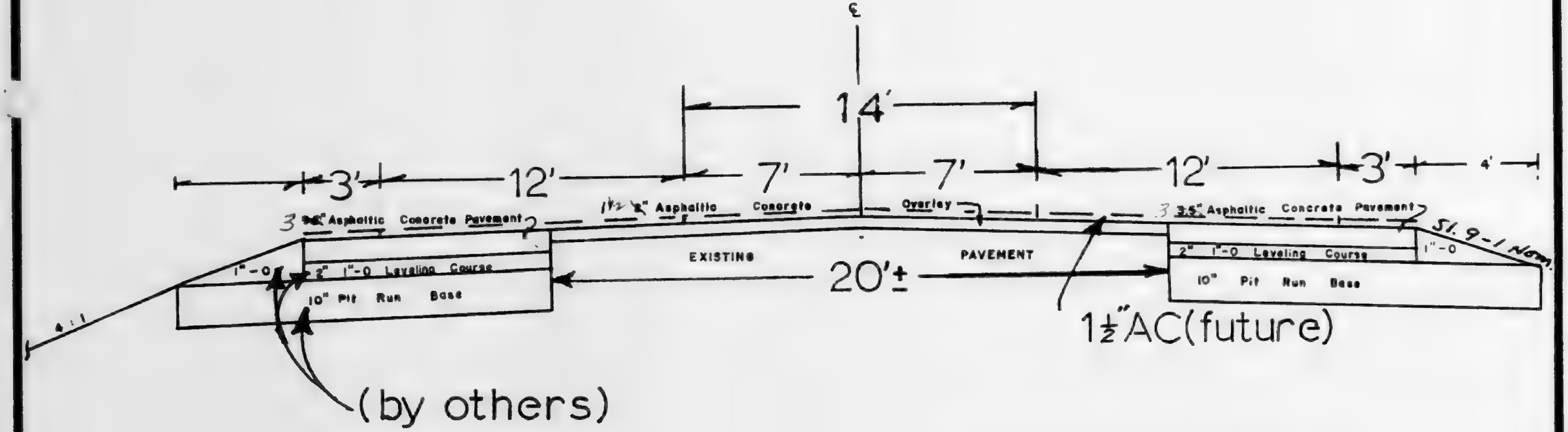
By______ COUNTY JUDGE

By______

By______

EXISTING TYPICAL SECTION


POCAHONTAS ROAD
℄
Roadway
R.O.W.
60 Feet
R.O.W.
20' Asphalt Mat with Unimproved Shoulders


℄
14'
3'
12'
7'
7'
12'
3'
4'
3 ~~3.5"~~ Asphaltic Concrete Pavement
1½ ~~2"~~ Asphaltic Concrete Overlay
3 ~~3.5"~~ Asphaltic Concrete Pavement
1"-0
2" 1"-0 Leveling Course
10" Pit Run Base
EXISTING PAVEMENT
20'±
4:1
Sl. 9-1 Nom.
1½"AC(future)
(by others)

CITY OF BAKER

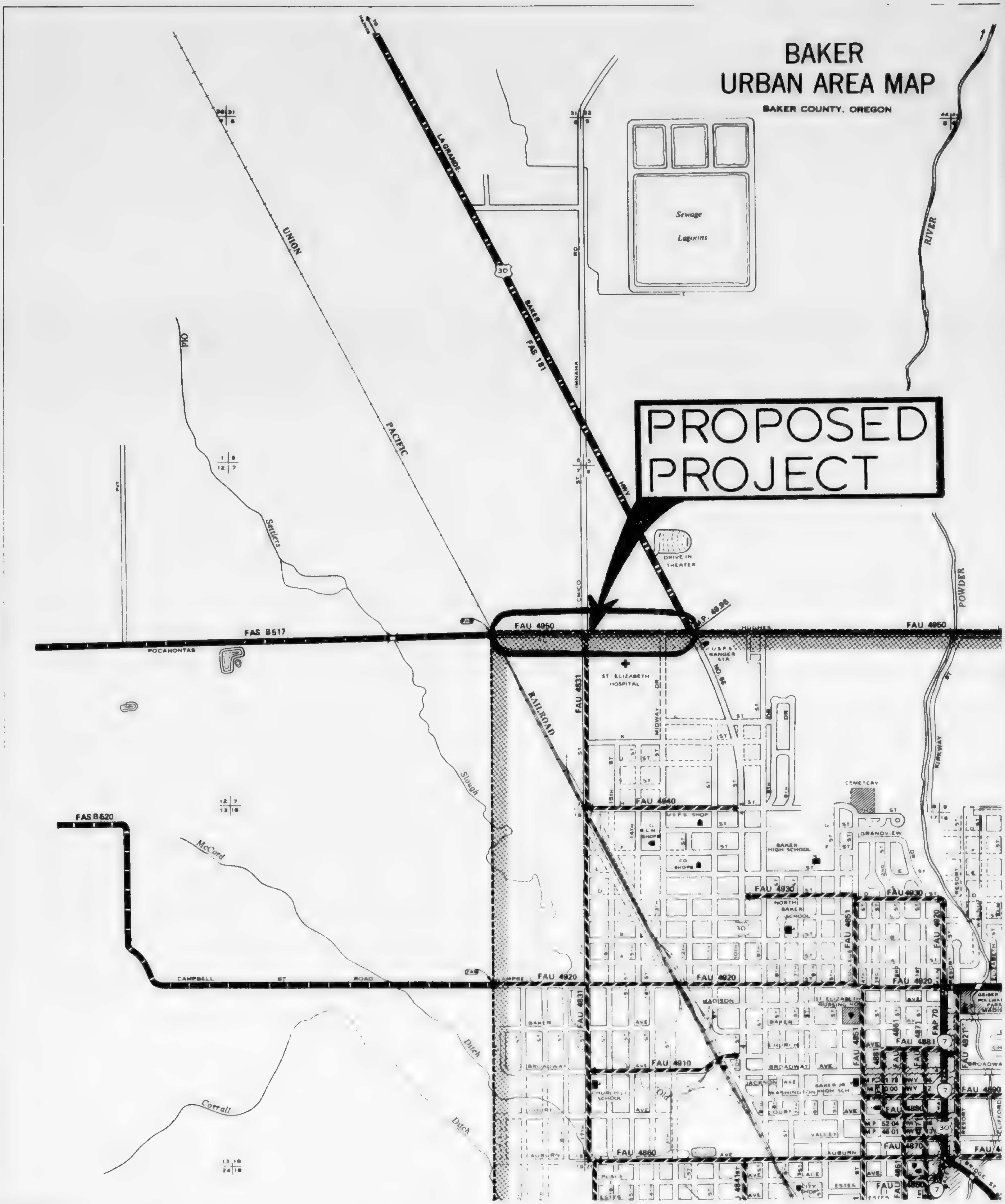
ENGINEERING DEPARTMENT

BAKER, OREGON

POCAHONTAS ROAD
Proposed ~~Secondary~~ Typical Section

DES. d.f.s.	DATE December, 1976 Revised Sep	
DR.	SCALE 1" = 5' horz. 1" = 3' vert.	SHEET 1 OF 1
CK.		

LEITZ CO. TOPFLIGHT 1030



BAKER URBAN AREA MAP

BAKER COUNTY, OREGON

PROPOSED PROJECT

LA GRANDE
BAKER
FAS 181
HWY
30
UNION
PACIFIC
RAILROAD
Sewage
Lagoons
RIVER
POWDER
PIO
Settlers
Slough
McCord
Ditch
Corrall
DRIVE IN THEATER
FAS B517
POCAHONTAS
FAU 4950
FAU 4960
HUGHES
M.P. 49.96
USFS RANGER STA
CHICO
IMNAHA
ST ELIZABETH HOSPITAL
MIDWAY
FAU 4831
FAU 4940
USFS SHOP
BLM SHOPS
CO SHOPS
BAKER HIGH SCHOOL
CEMETERY
GRANDVIEW
KIRKWAY
FAU 4930
NORTH BAKER SCHOOL
FAU 4851
FAS B620
CAMPBELL
ST
ROAD
FAU 4920
MADISON
BAKER
AVE
BROADWAY
FAU 4910
CHURCHILL SCHOOL
JACKSON AVE
WASHINGTON
BAKER JR HIGH SCH
COURT
VALLEY
AUBURN
FAU 4860
PLACE
ESTES
CITY SHOP
FAU 4881
FAU 4870
FAP 70
FAU 4921
7
BRIDGE ST

RESOLUTION NO. 2574

A RESOLUTION AUTHORIZING THE CITY COUNCIL TO ENTER INTO A CONTRACT WITH THE STATE HIGHWAY COMMISSION CONCERNING THE IMPROVING OF 1980 FAU SECONDARY STREET IMPROVEMENT - POCAHONTAS ROAD ON POCAHONTAS ROAD BETWEEN THE UNION PACIFIC RAILROAD TRACKS AND OLD U.S. HIGHWAY 30.

WHEREAS, the Federal Government, through its Department of Transportation and Federal Highway Administration has established a program of federal aid to the state known as the "Urban System Program", and,

WHEREAS, the State of Oregon had made certain of these federal funds available to the City of Baker, for the project of improving 1980 FAU Secondary Street Improvement-Pocahontas Road: on Pocahontas Road between the Union Pacific Railroad tracks and old U.S. Highway 30, and

WHEREAS, Pocahontas Road is a portion of the Urban System network under the jurisdiction and control of the City and County of Baker and has been designated Federal Aid Urban System Route 4950 and the City of Baker is desirous of undertaking such a street improvement project.

WHEREAS, the Federal Government, through its Department of Transportation and Federal Highway Administration has established a program of federal aid to the state known as the "Urban System Program", and,

WHEREAS, the State of Oregon had made certain of these federal funds available to the City of Baker, for the project of improving 1980 FAU Secondary Street Improvement-Pocahontas Road: on Pocahontas Road between the Union Pacific Railroad tracks and old U.S. Highway 30, and

WHEREAS, Pocahontas Road is a portion of the Urban System network under the jurisdiction and control of the City and County of Baker and has been designated Federal Aid Urban System Route 4950 and the City of Baker is desirous of undertaking such a street improvement project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Baker, Oregon, that the City enter into an agreement with the State of Oregon, by and through its State Highway Commission providing for federal and state aid in the project of improving Pocahontas Road, and that Mayor George Gwilliam be authorized to execute said contract in the name of the City of Baker.

PASSED by the City Council of the City of Baker, Oregon this 28th day of August, 1979.

APPROVED by the Mayor of the City of Baker, Oregon, this 28th day of August, 1979.

APPROVED:
MAYOR

ATTEST:

City Recorder

11 = 1

"Center of Oregon's Adventureland"
CITY OF BAKER OREGON
P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

August 31, 1979

Section: Pocahontas - US30/West City Limits

Highway: FAU 4950

County: Baker

City: Baker

Project: Widening, Grading and Paving

Location and Narrative Report

The project will consist of widening and patching the shoulders complete with a ~~two~~ 1½" inch overlay full width to provide two twelve foot driving lands, one ~~twelve~~ 14' foot center turn and four foot ~~graveled~~ shoulders on either side. The city will provide excavation, construction seal, sign relocation, culvert extension and ditch rebuilding and street illumination at city's expense.

Right-of-Way: The project will be constructed within existing 60' right-of-way. No serious grade problems are expected in matching the new street grades with the existing property grades.

Proposed Typical Section: See attached drawings for typical sections.

Public Utilities: CP National Electric Company: Maintains and operates 69 KV and a 24 KV aerial powerline along the south side of Pocahontas Road, it varies between 21 to 26 feet from centerline. They will be notified and they will relocated any poles which are in confolict prior to construction.

American Television Communications Company: Maintains an aerial TV signal line on CP National poles along the south side of Pocahontas Road, it varies between 21 to 26 feet from centerline between 17th Street and West City Limits. They have been notified and they plan to replace the aerial signal with underground cable prior to construction.

Pacific Northwest Bell Telephone Company: Maintains a 200 pair buried cable along the south side of Pocahontas Road approximately 7 feet from the south property line between Highway #30 and Midway Drive, and a 200 pair buried cable along the north side of Pocahontas Road between 17th Street and West City Limits, seven feet from the north property line. Also a 400 pair crossing beneath Pocahontas Road along the east side of Seventeenth Street. They will be notified and they will relocate any cable which is in conflict with the street prior to construction.

City Utilities:	Sanitary Sewer: The city maintains a 27 inch sanitary sewer along the south side of Pocahontas Road approximately 3 feet from the south property line. The city will adjust manholes as required. There should be no problem. Storm Sewers: There is no storm sewer in the area. Water: The city maintains an eight inch cast iron water main along the south side of Pocahontas Road approximately 18 feet from the south property line. The city will adjust boxes as required, there should be no problem.
Available Contractors:	Baker Redi-Mix Inc.: Is located in Baker and have the equipment and personnel to do the job. There should be no problem getting at least one qualified contractor for this project.
Signing:	Signing work will consist of salvaging and reinstalling existing signs. The work will be done by the City of Baker at city's cost.
Illumination:	Illumination will consist of 100 watt high pressure sodium lights mounted on CP National poles and furnished and installed by the city under an existing contract between the city and CP National.
Minorities:	No minorities have been noted within the project limits.

James L. Adamson
Director of Public Works

JLA:clr

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 29, 1979

Section Pocahontas-US30/West City Limits -4950

Unit (if appl) ____

County Baker

City Baker

Highway ____

State Hwy. No. ____

Termini: M.P.(if appl) ____

Length 0.55 Mile

Region 5

Construction Estimate $61,220
Program Amount

B. Purpose of Project: To widen and reinforce the pavement to facilitate the additional traffic from the build up from the residential area north west of Baker, the Maxi Mart Shopping Center and the medical and office buildings, and hospital in the area.

C. Origin & History of Project: This project is priority one on the list established by the City Council and approved by the County Court.

D. General Description of Project:

Widening, grading and paving to provide two 12 foot driving lanes, one 14' ~~12~~ foot turn lane in the center and graveled shoulders. City will provide excavation, construction seal, sign removal and replacement, culvert extensions and ditch rebuilding and illumination at city's expense.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 4 ; Parking ____
Proposed: No. Lanes 3 ; Med. 0 ; Shldrs. 4 ; Parking 0

Traffic: Existing Facility: *~~Existing~~ ADT 2400 ; Projected ADT ____ ; Yr. ____
Existing Level of Service Inadequate

Proposed Facility: Projected ADT ____ ; Yr. ____
Projected Level of Service ____

*Estiamted

Right of Way: Additional anticipated NO (Yes, No); if yes, give approx. No. Parcels NA

Acres NA; Type of Relocation Req. NA; No. NA

Materials Source, Borrow, Waste Disposal Requirements, if any:

Required materials to be obtained from existing sources or commercial suppliers.

Type of Structure(s):

NONE

Brief Description of River or Stream and Type of Involvement, if any:

NONE

Local City, County or COG priorities of project:

Top priority as established by Baker City Council & Baker County Court

FHWA and/or OSHD approvals given, if any:

NONE

Location or Design Alternatives (identify and describe):

The general traffic plan for the City of Baker was formulated after consideration of a number of options. The present FAU system and boundary was established in compliance with the 1973 Highway Act. The improvements of Pocahontas Road is a part of that plan.

Other Descriptive Information or Comments:

By widening and paving this area, it will facilitate the smooth flow of traffic from the Urban area west of Baker and the retail trade in the area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located in a mixed area of commercial, residential and farming area of Baker (population 10,200). The neighborhood is built on the relatively level Powder River flood plain at an elevation of about 3440 feet msl. The climate of Baker is semi-arid; average annual percipitation is 8.67 inches, most of which occurs during the winter months. The average snowfall is about 35 inches. The nearby sage and bunchgrass covered hill promote rapid run-off of water originating from snow melt or summer thunder showers. Vegetation is representative of many neighborhoods, i.e. a variety of shrubs and occasional cottomwood trees.

2. Cultural:

Pocahontas Road between US Highway 30 is made up of middle income housing, medical facilities, office buildings, retail stores, private and federal office buildings as well as some farming. Utility adjustment will be minimal. Air quality should not be effected by the proposed project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No new right-of-way required.

2. Estimated Impact on Traffic Patterns:

Completed project may generate some additional traffic, but will not amount to any significant consequence since ADT for _____ is projected for _____ ADT.

Consequences--Air Quality, Noise, Safety, etc.:

Additional traffic would raise noise levels. However, noise increases would not likely be perceptible.

3. Estimated Impact on Land Use:

No significant changes

Consequences:

NA

4. Expected Impact on Natural Ecological Resources:

No significant adverse effects have been identified.

Consequences:

NA

5. Expected Impact on Cultural and Scenic Resources:

Additional traffice may raise noise levels, but not to a degree where it would be readily perceptible.

Consequences:

No serious consequences.

6. Preliminary Identification of Areas of Critical Concern:

None Identified

7. Potential for Controversial Issues:

NONE

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

NA

b. Noise Standards

NA

c. Water Quality Standards

NA

d. Area Land Use and Transportation Plans, and Zoning

NA

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------

SIGNIFICANT:

____ D & FEIS

____ Section 4(f)

NON-SIGNIFICANT:

____ D & F Neg.Dec.

____ Section 4(f)

----NON-MAJOR ACTION-----

X ASSESSMENT ONLY

____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

1900 Clackamas Hwy @ Freeman 40th
Ave (Milwaukie) Site Field [illegible]
Installation)

C&A 6995 7-10-79

File L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Douglas S.Coats, Inc. No. 9143	Willow Cr. Br. (Heppner) Morrow County	May 8, 1981
Columbia Pacific Construction Co. No. 9035	Molalla River (Goods) Bridge Clackamas County	May 8, 1981
Babler Bros., Inc. No. 9055	Zigzag River-Ski Bowl Frontage Road Clackamas County	May 8, 1981
Hamilton Electric,Inc. No. 9088	Klamath Falls-Lakeview Hwy. @ Avalon St. Klamath County	May 11, 1981
East County Electric Co. No. 9104	CBD Signal System Expansion (Portland) Multnomah County	May 11, 1981
Roy E. Ladd,Inc. & Carl R. McConnell No. 8808	SE Yamhill St.-SE Powell Blvd. Multnomah County	May 12, 1981
Coral Const. Co. No. 9082	E. Fremont Intchge.-SW Corbett Ave. U'Xing & Stadium Fwy. Multnomah County	May 13, 1981
Wildish Corvallis Construction Co. No. 9032	Elm St.-34th Ave. (Albany) Linn County	May 15, 1981
Wagner Const. Co. No. 9122	Justice Center, Phase 1 Multnomah County	May 20, 1981
Tice Electric Co. No. 9140	Clackamas Hwy. @ Freeman Ave. (Milwaukie) Clackamas County	May 21, 1981
Select Contractors,Inc. No. 9184	Lane Co. Pavement Marking Project #3 Lane County	May 28, 1981

Contractor and Contract No.	Section & County	Acceptance Date
J. C. Compton Co. No. 9022	Twin Meadows Rd.-Santiam Jct. Linn County	May 29, 1981
Poe Asphalt Paving, Inc. No. 9116	Bully Cr. Rd.-Ritter Jct. Grant County	June 1, 1981
W. R. Grasle Co. No. 8711	SW Pine St.-SW Madison St. (Portland) Multnomah County	June 4, 1981

June 4, 1981

C T Keasey

C. T. Keasey
Asst. State Highway Engineer

2

TRA 16-6

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: June 1, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Engineering Costs
Clackamas Highway at Freeman Avenue
Freeport Investment Co.
City of Milwaukie

During early negotiations with Freeport Investment Co. regarding costs involved in design and construction of this project, they were given estimates of $5,000 for preliminary engineering, and $60,000 for construction cost. The semi-final estimate submitted by the Resident Engineer states the construction cost to be $63,914.50. This is covered by the deposit on hand from Freeport.

The preliminary engineering for the project has exceeded the estimated $5,000 by approximately $1,200. In discussions with Larry Rulien about a year ago, it was determined that this excess ($1,200) should be paid by the State. At that time, it was to be charged to the proposed interconnect of the Freeman Avenue signal to the other existing signals, which was a State responsibility.

The interconnect work has not been done and, according to the Region Office, should not be done until the Clackamas Highway signal system can be revised and improved.

To date, no State funds have been expended on this project.

Your approval is requested to use State funds to pay the approximate $1,200 due for preliminary engineering work on this installation.

L. E. George
Traffic Engineer

BET:er

cc: V. E. Skoog
E. L. Hardt

Bud
Approval Information
cc [illegible]

APPROVED
STATE HIGHWAY ENGINEER
Date 6-2-81

RECEIVED
STATE HWY ENGR
JUN 2'81
REFER TO
FOR
Info | | | | | Act | File

L

May 29, 1981

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

CON 5
#9140

Gentlemen:

Contract No. 9140 awarded to Tice Electric Company for traffic signal installation on the Clackamas Highway at Freeman Avenue in Milwaukie, Clackamas County, was completed on May 12, 1981 and accepted by the State Highway Division on May 21, 1981.

Final payment in the amount of $2,788.33 will be released to the contractor after June 3, 1981. The total contract amount is $55,671.50. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas

cc: Tice Electric Company
2139 S. E. Belmont St.
Portland, OR 97214

Fred S. James & Co.
111 S. W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Clackamas Highway @ Freeman Ave.	WEEK ENDING: Jan. 24, 1981
		SECTION PREFIX: 003-8287
	HIGHWAY: Clackamas	COUNTY: Clackamas
NAME OF JOB:	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Tice Electric Co.	CONTRACT NUMBER: 9140	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 6/20/80	DATE WORK STARTED: 12/29/80	ESTIMATED COMPLETION DATE: 1/19/81
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS	WORK DAYS USED
MEN 4 SUPERVISION 0	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 202
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 101
PROJECT AUTHORIZATION $69,535.85		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING $63,462.85	ENGINEERING AUTHORIZATION $6,073.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $60,730.00	ENGINEERING COST TO DATE $3,000.00	DATE PROJECT WAS COMPLETED: 1/19/81
ESTIMATED PERCENT OVERRUN UNDERRUN 4 %	PERCENT OF AUTHORIZATION 49 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO						
PERCENT						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	1		
MONDAY	Fair	1		Final Notification submitted 1/19/81
TUESDAY	Showers	0		
WEDNESDAY	Showers	0		
THURSDAY	Rain	0		
FRIDAY	*Showers*	0		
SATURDAY				

RECEIVED
JAN 26 1981
CONSTRUCTION BRANCH
Richards
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1/18 SUNDAY	No activity.
1/19 MONDAY	Final turn on.
1/20 TUESDAY	No activity.
1/21 WEDNESDAY	No activity.
1/22 THURSDAY	No activity.
1/23 FRIDAY	No activity.
1/[illegible] SATURDAY	No activity.

REMARKS

[illegible] Lights turned on.

[illegible] No activity.

SIGNED W.E. Hof[illegible]s, Engr. LOCATION Portland

June 2, 1980

Freeport Investment Company
10952 S.E. 21st
Portland, Oregon 97222

COH 4

Attn: John E. Freeman

Gentlemen:

On May 29, 1980 a satisfactory bid was received from Tice Electric Company, 2139 S.E. Belmont Street, Portland, Oregon 97214 for installation of traffic signals on the Clackamas Highway at Freeman Avenue. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$57,475.00
Permanent Pavement Striping	$ 1,675.00
State Furnished Software	500.00
Signal Controller Testing	1,080.00
4 1/2% Contingencies	2,732.85
10% Engineering	6,073.00
ESTIMATED TOTAL COST	$69,535.85

Company Advance Deposit = $69,535.85

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 20, 1980.

The attached sheet defines the two options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

EZ:mf

bcc w/AD # 782: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 782 when check is received.

6-20-80
Rec'd Adv. Dep
Notified Mr. Webb
" Jon Rose
V

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY
Date -

Project: Clackamas Hwy @ Freeman Ave.

Highway: Clackamas Hwy

Scheduled for Letting: May 29, 1980

County : Clackamas

Type of Project : Others

Prefix : 3-8263-911

Completion Time : 200 Calendar Days

BID SCHEDULE

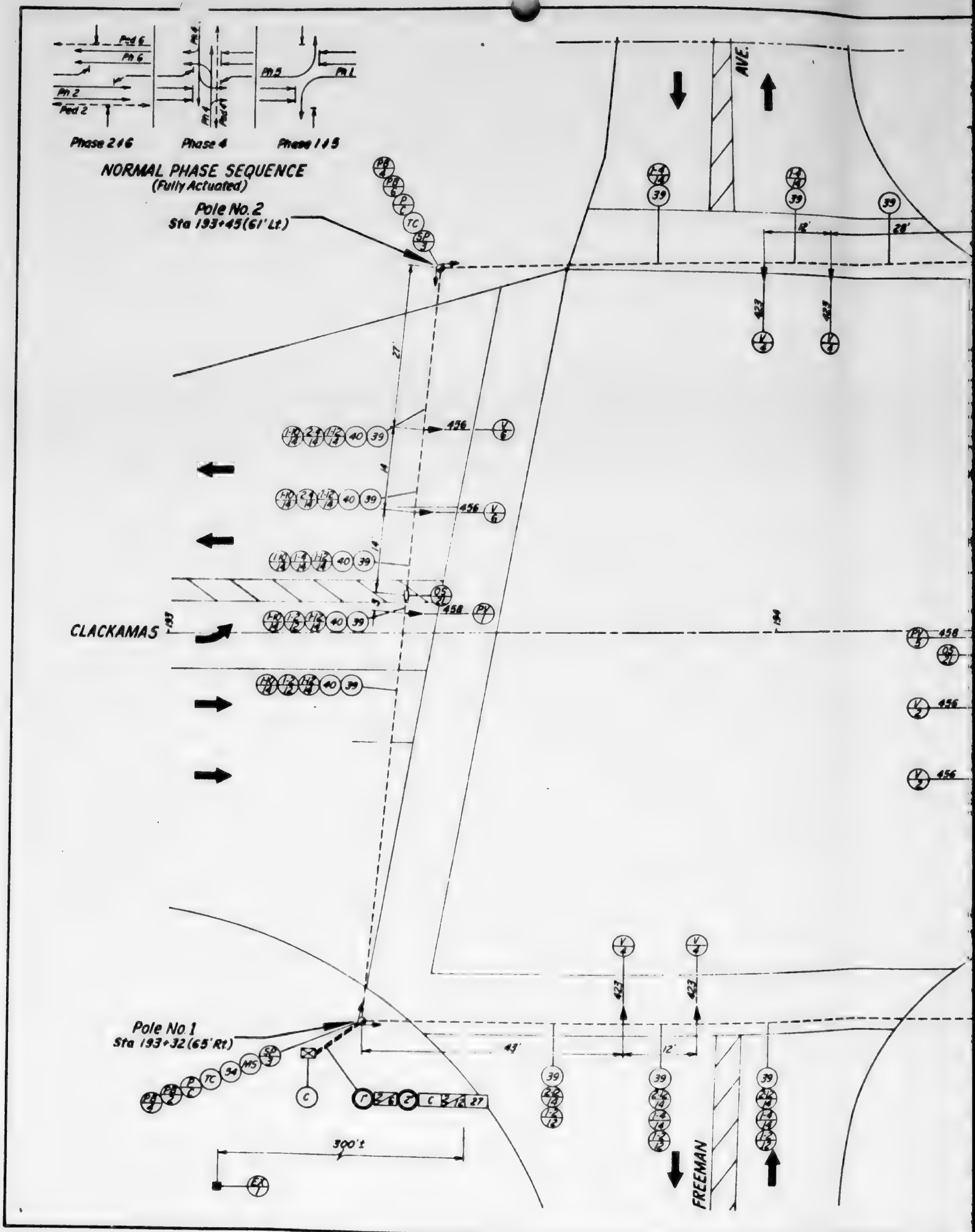
Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic for ________	All Specified Lump Sum		$ 3000.00
2.	Temporary Signs for ________	_____ sq. ft.	$_____	$_______
3.	Flagmen for ________	_____ hr.	$_____	$_______
4.	Traffic Signal Installation, Complete for ________	All Specified Lump Sum		$ 72,362.00
		Estimated Contract Cost		$ 75,362.00

ANTICIPATED ADDITIONAL ITEMS

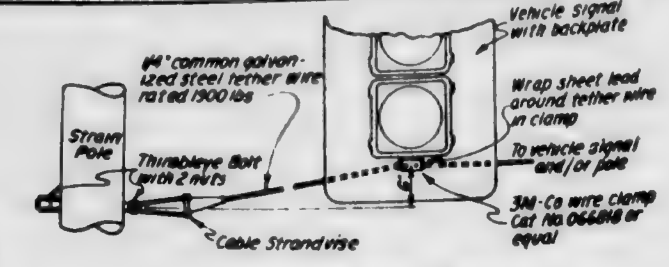
Striping	$ 1000.00	
Signing	$	
Controller Testing	$ 1000.00	
	$	$ 2000.00
	Engineering and Contingencies	$ 10,928.00
	ESTIMATED PROJECT COST	$ 88,290.00

COMMENTS:

NOTED
DWAYNE HOFSTETTER



Ped 6
Ph 6
Ph 2
Ped 2
Ph 4
Ped 4
Ph 5
Ph 1
Phase 2 & 6
Phase 4
Phase 1 & 5
NORMAL PHASE SEQUENCE
(Fully Actuated)
Pole No. 2
Sta 193+45 (61' Lt.)
AVE.
39
18'
28'
423
456
458
27'
TC
SP
40
DS
PV
CLACKAMAS
193
194
Pole No 1
Sta 193+32 (65' Rt)
MS
34
C
27
43'
12'
300'±
FREEMAN

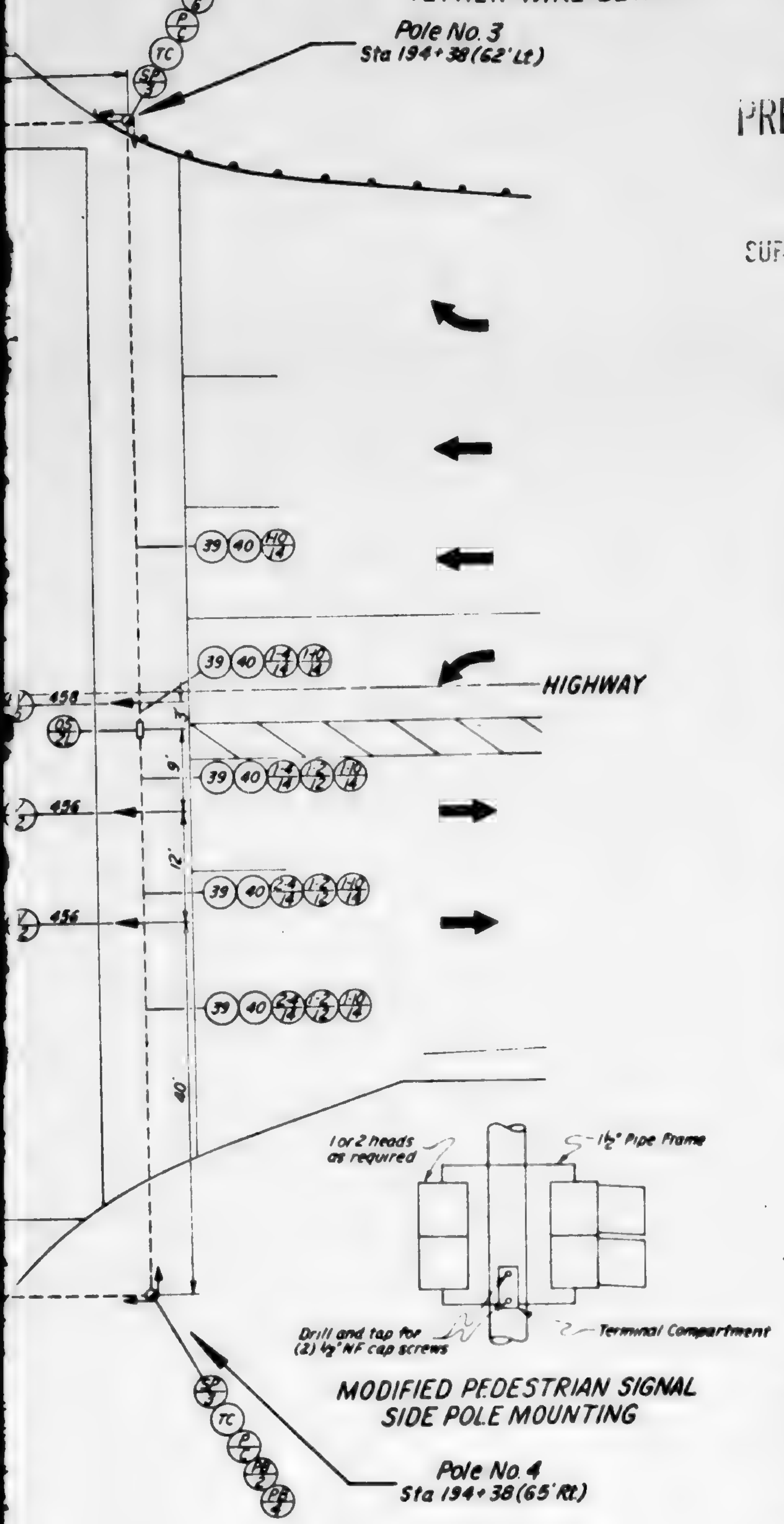

Vehicle signal with backplate
1/4" common galvanized steel tether wire rated 1900 lbs
Strain Pole
Thimbleye Bolt with 2 nuts
Cable Strandvise
Wrap sheet lead around tether wire in clamp
To vehicle signal and/or pole
3M-Co wire clamp Cat No. 066818 or equal

TETHER WIRE DETAIL

SIGNAL PLAN
CLACKAMAS HWY. AT FREEMAN AVE.

SCALE 0 10 20 40 FEET

PRELIMINARY COPY
APR 22 1980
SUBJECT TO MUTUAL REVIEW


Pole No. 3
Sta 194+38 (62' Lt)
PB
TC
P
SP/3
39
40
HIGHWAY
458
456
OS/2L
9'
12'
40'
1 or 2 heads as required
1½" Pipe Frame
Drill and tap for (2) ½" NF cap screws
Terminal Compartment
MODIFIED PEDESTRIAN SIGNAL SIDE POLE MOUNTING
Pole No. 4
Sta 194+38 (65' Rt)

L E G E N D

EX/1	Existing power pole (power source)
C	Install Model 170 controller in Model 332 cabinet
SP/3	Install type 3 steel strain pole
V/Ph	Install Phase (Ph) vehicle signal
PV/Ph	Install Phase (Ph) optically-programmed vehicle signal
P/T	Install type (T) modified pedestrian signal
PB/Ph	Install Phase (Ph) pedestrian pushbutton with instruction sign
TC	Install terminal cabinet
39	Install 3/8" galvanized steel messenger cable
40	Install 1/4" galvanized steel tether wire (see detail)
54	Install service cabinet with 40 amp SPST circuit breaker
MS	Install 120 V.A.C. meter service
OS/2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
S"	Install (S)-inch electrical conduit
XN/G	Install (X)-(N) wire No. (G) control cable (S)
C	Install one No. 6 Type THWN wire (signal system common)
N	Install (N) No. 14 Type THWN wires
N/G	Install (N) No. (G) Type TW wires

Ph = Phase shown
S = Size shown
N = Number shown
G = AWG wire size

X = Number of cables
423 = 12"R, 8"Y, 8"G
456 = 12"R, 12"Y, 12"G
458 = 12"R, 12"Y, 12"CLTA

APPROVED
-I-E- Jenye
4/22/80

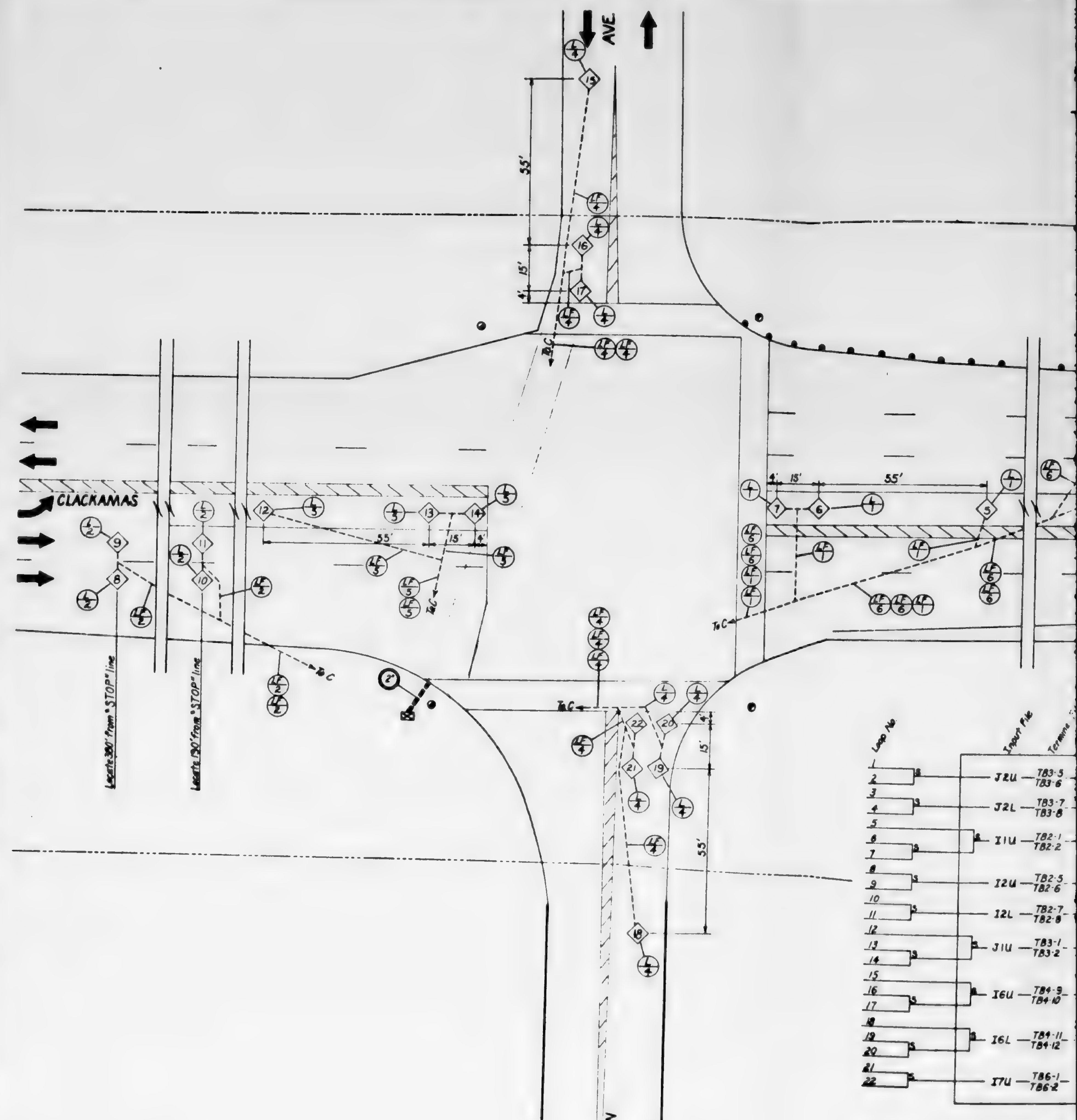
DESIGNED BY
CHECKED BY wz

OREGON STATE

TRAFFIC SIGNAL INSTALLATION
CLACKAMAS HWY. AT FREEMAN AVE. (MILWAUKIE) SEC.
CLACKAMAS HIGHWAY
CLACKAMAS COUNTY

March 1980

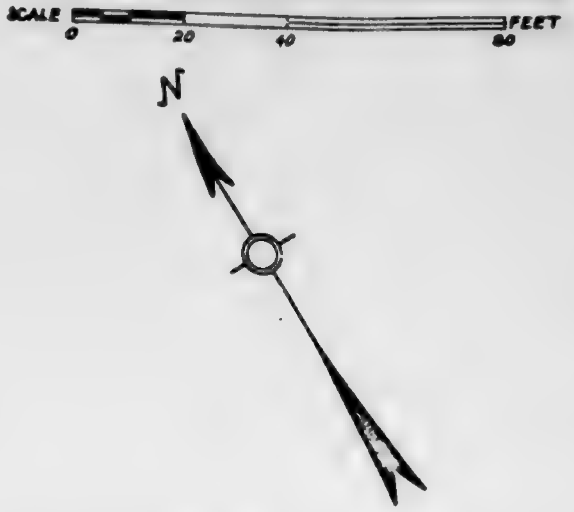
TE DWG NO 4775

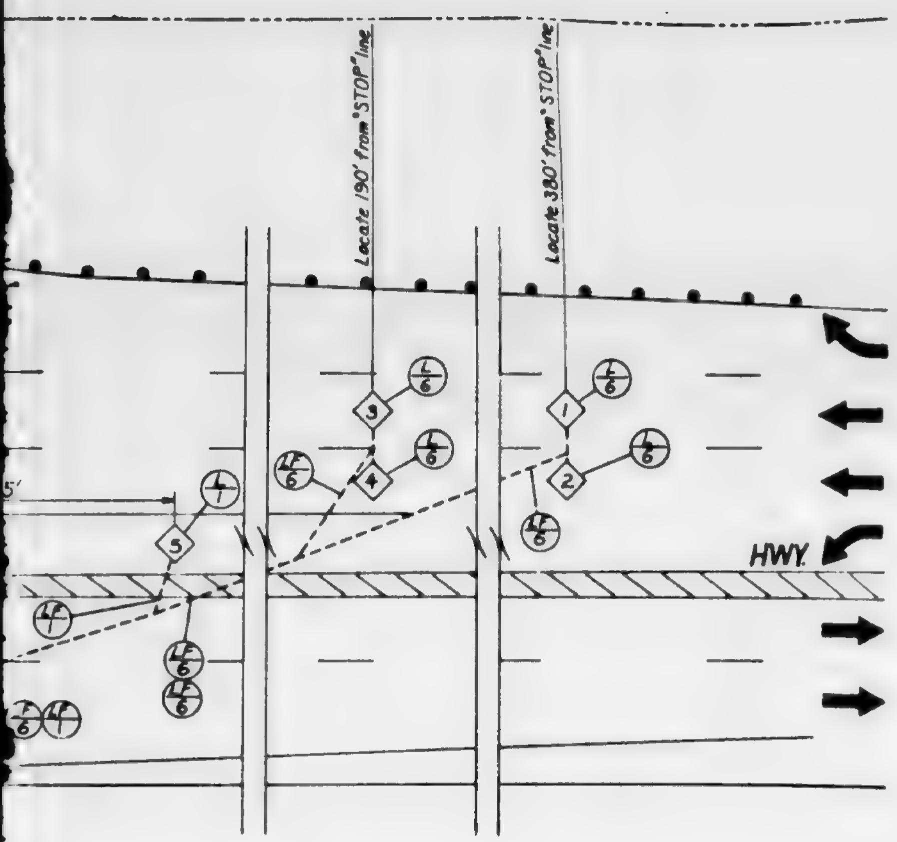

AVE
FREEMAN
CLACKAMAS
55'
15'
4'
To C
Locate 300' from "STOP" line
Locate 130' from "STOP" line
Loop No.
Input File
J2U — TB3-5 TB3-6
J2L — TB3-7 TB3-8
I1U — TB2-1 TB2-2
I2U — TB2-5 TB2-6
I2L — TB2-7 TB2-8
J1U — TB3-1 TB3-2
I6U — TB4-9 TB4-10
I6L — TB4-11 TB4-12
I7U — TB6-1 TB6-2

S = Series connection
See T.E.S. Dwg No. 1471 for loop detector de
Center all loops in travel lanes

LOOP DETECTOR WIRING DIAG

DETECTOR PLAN
CLACKAMAS HWY. AT FREEMAN AVE.


SCALE
0
20
40
80
FEET
N

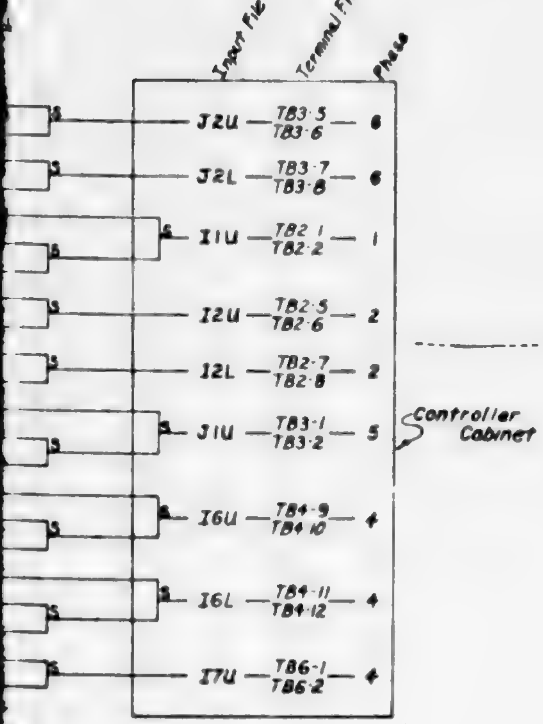

Locate 190' from "STOP" line
Locate 380' from "STOP" line
L/6
LF/6
3
4
1
2
5
L/1
LF/6
HWY.
5'

L E G E N D

L/Ph	Install phase (Ph) vehicle detector loop
LF/Ph	Install phase (Ph) loop feeder cable
5"	Install (5)-inch electrical conduit

Ph = Phase shown

PRELIMINARY COPY
APR 22 1980
SUBJECT TO MUTUAL REVIEW


Input File
Terminal File
Phase
J2U — TB3·5 / TB3·6 — 6
J2L — TB3·7 / TB3·8 — 6
I1U — TB2·1 / TB2·2 — 1
I2U — TB2·5 / TB2·6 — 2
I2L — TB2·7 / TB2·8 — 2
J1U — TB3·1 / TB3·2 — 5
I6U — TB4·9 / TB4·10 — 4
I6L — TB4·11 / TB4·12 — 4
I7U — TB6·1 / TB6·2 — 4
S
Controller Cabinet

S = Series connection
3 Dwg. No. 1471 for loop detector details
Center all loops in travel lanes

DETECTOR WIRING DIAGRAM

APPROVED

4/22/80

DATE

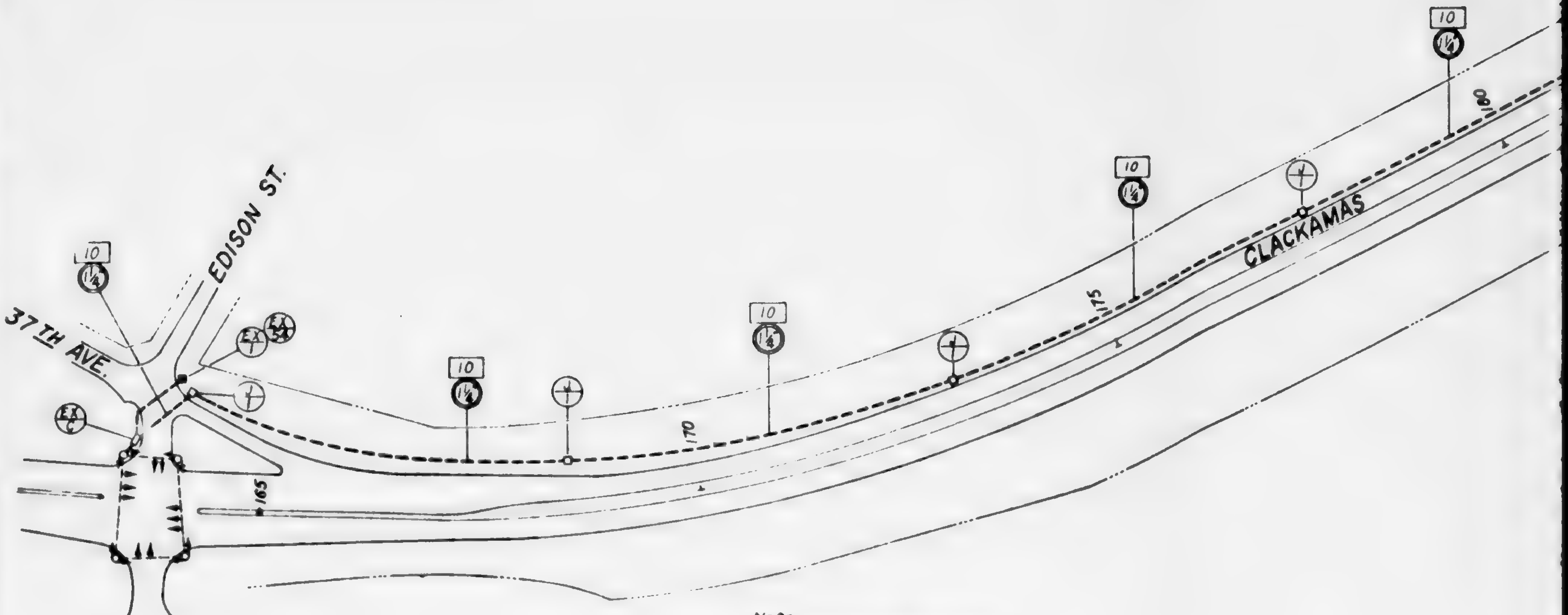
DESIGNED BY
CHECKED BY wz

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
CLACKAMAS HWY AT FREEMAN AVE. (MILWAUKIE) SEC.
CLACKAMAS HIGHWAY
CLACKAMAS COUNTY

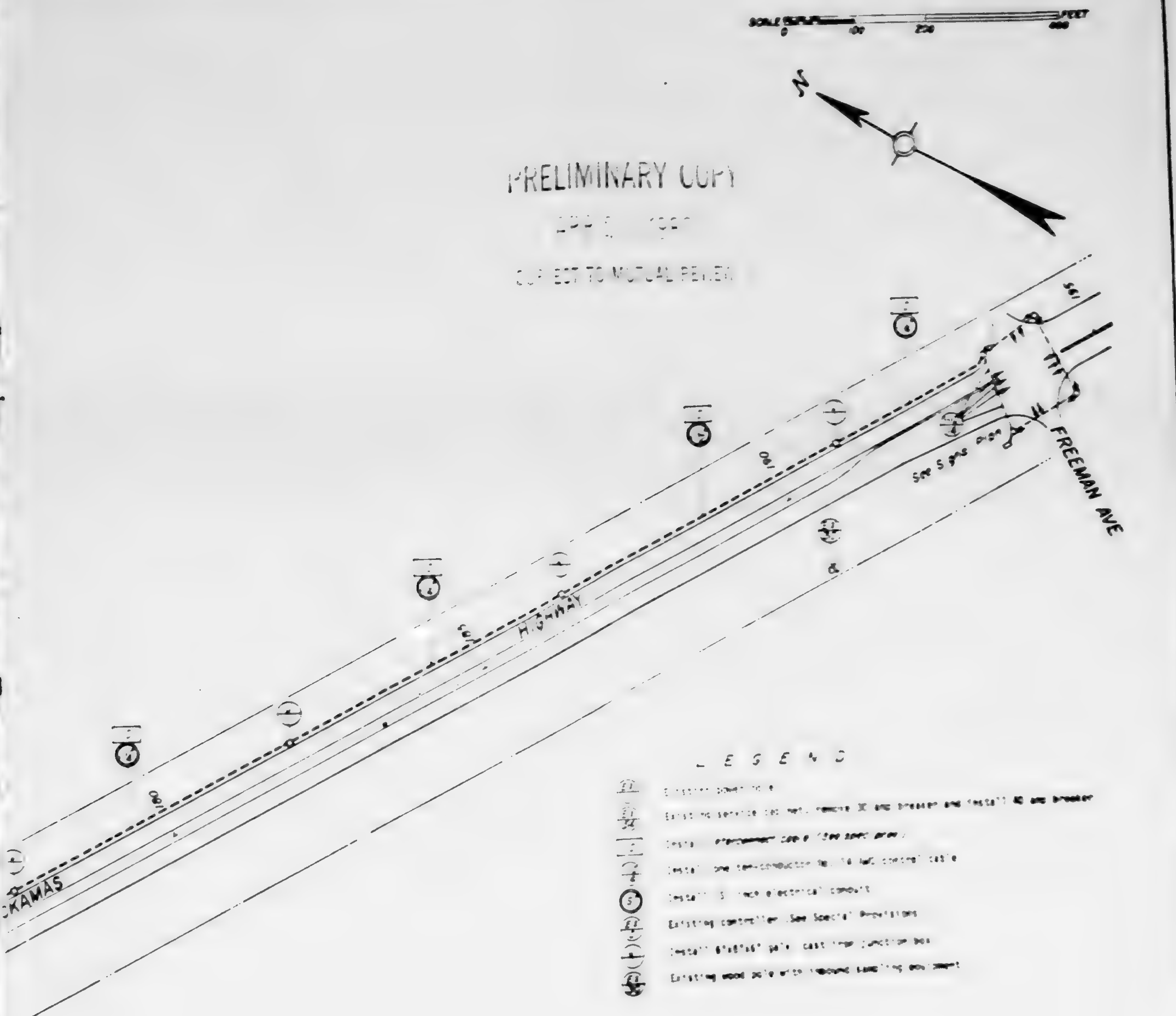
March 1980

T.E. DWG. NO. 4776


10
1¼
EDISON ST.
37TH AVE.
EX 7
EX 5A
EX C
165
10
1¼
170
10
1¼
10
1¼
175
CLACKAMAS
10
1¼
180

Note
Junction boxes spaced at a maximum of 450'.

INTERCONNECT PLAN


SCALE
0
100
200
400
FEET
N
CKAMAS
HIGHWAY
FREEMAN AVE
See Signal Plan

PRELIMINARY COPY
APR [illegible]
SUBJECT TO MUTUAL REVIEW

L E G E N D

- Existing power pole
- Existing service cab net, remove 30 amp breaker and install 40 amp breaker
- Install interconnect cable (See spec prov.)
- Install one ten-conductor No. 14 AWG control cable
- Install 3 inch electrical conduit
- Existing controller (See Special Provisions)
- Install 8"x8"x6" pole cast iron junction box
- Existing wood pole with removed sampling equipment

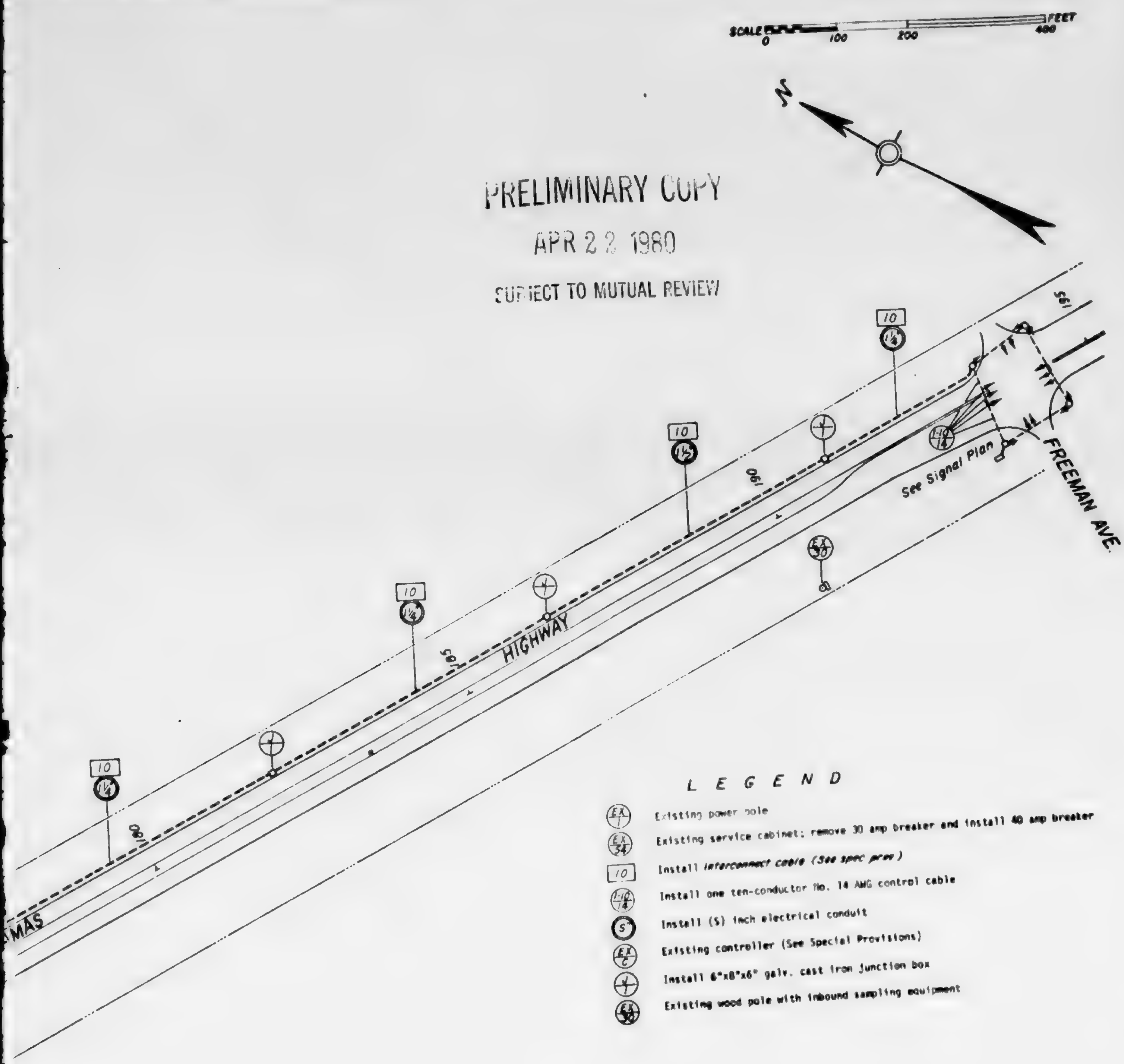
TRAFFIC SIGNAL INSTALLATION
CLACKAMAS HWY AT FREEMAN AVE. (MILWAUKIE) SEC.
CLACKAMAS HIGHWAY
CLACKAMAS COUNTY

March 980

4777

INTERCONNECT PLAN

PRELIMINARY COPY
APR 22 1980
SUBJECT TO MUTUAL REVIEW


SCALE
0
100
200
400
FEET
N
10
1¼
1½
195
190
185
180
HIGHWAY
MAS
FREEMAN AVE.
See Signal Plan
1-10/14
EX 30

L E G E N D

EX/1	Existing power pole
EX/34	Existing service cabinet; remove 30 amp breaker and install 40 amp breaker
10	Install *interconnect cable (See spec prov)*
1-10/14	Install one ten-conductor No. 14 AWG control cable
S"	Install (S) inch electrical conduit
EX/6	Existing controller (See Special Provisions)
⊕	Install 6"x8"x6" galv. cast iron junction box
EX/30	Existing wood pole with inbound sampling equipment

APPROVED

4/22/80
DATE

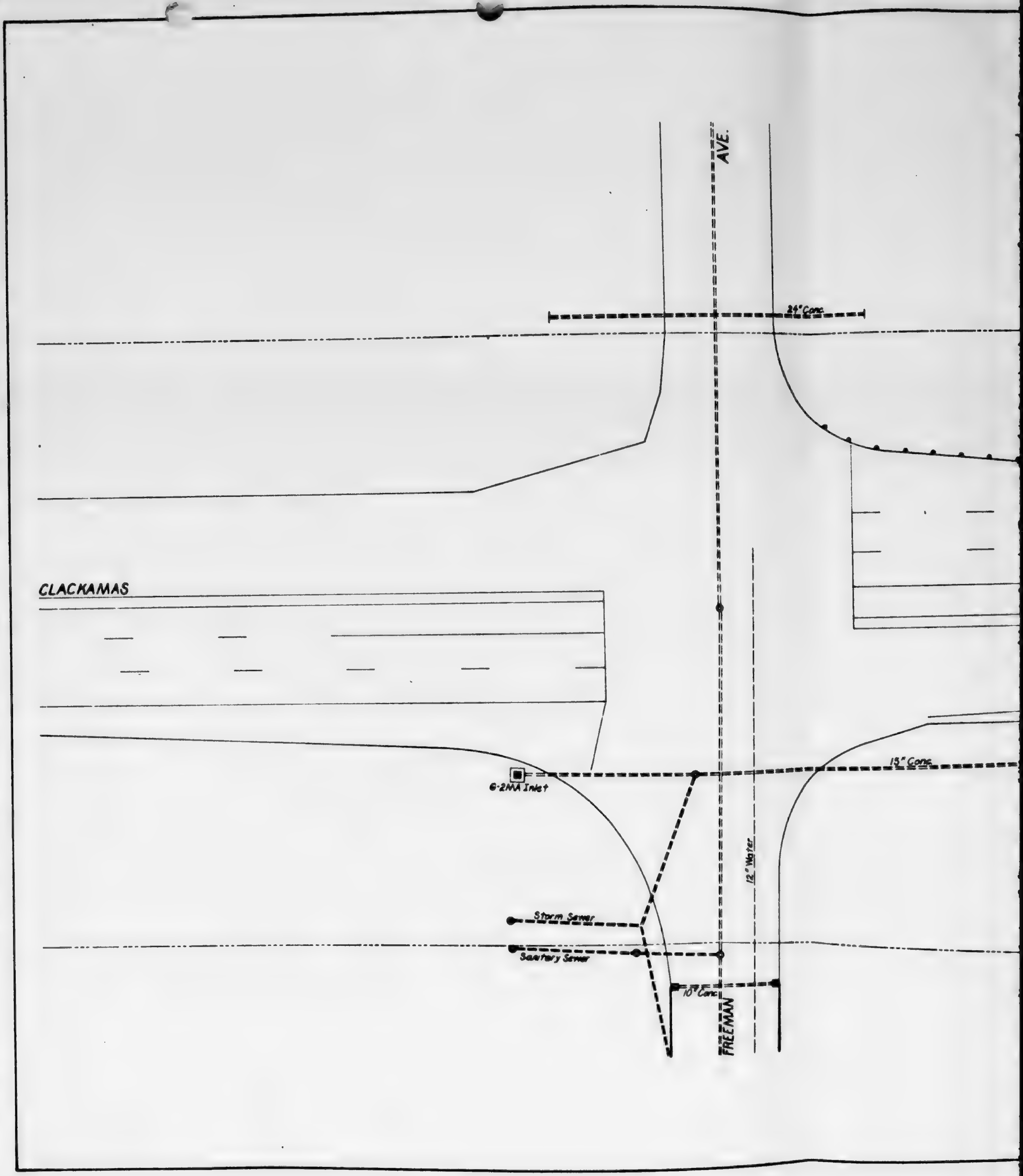
OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
CLACKAMAS HWY. AT FREEMAN AVE. (MILWAUKIE) SEC.
CLACKAMAS HIGHWAY
CLACKAMAS COUNTY

March 1980

DESIGNED BY
CHECKED BY WJ

DWG NO. 4777


AVE.
24" Conc.
CLACKAMAS
15" Conc.
6-2MA Inlet
12" Water
Storm Sewer
Sanitary Sewer
10" Conc.
FREEMAN

EXISTING UTILITIES
CLACKAMAS HWY AT FREEMAN AVE

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
CLACKAMAS HWY AT FREEMAN AVE. (MILWAUKIE) SEC.
CLACKAMAS HIGHWAY
CLACKAMAS COUNTY

MARCH 1980

DESIGNED BY
CHECKED BY

DWG. NO. 4778

91-10

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-7502
Date: May 12, 1980

File No: 3-8263

TO: L. E. GEORGE
Traffic Engineer

FROM: TOM SCHWAB
Trans. Analysis Engineer

SUBJECT: Proposed Plans for Traffic
Signal Installation
Clackamas Hwy. @ Freeman St.
City of Milwaukie
Clackamas County
Prefix: 3-8263

Attached is a set of the proposed traffic signal plans for the intersection of Clackamas Highway at Freeman Avenue. The City of Milwaukie has reviewed these plans and given their signature of approval.

The only request made of the county is a desire of notification of the preconstruction conference for this project.

pq

Attachment

FILED

L. E. GEORGE

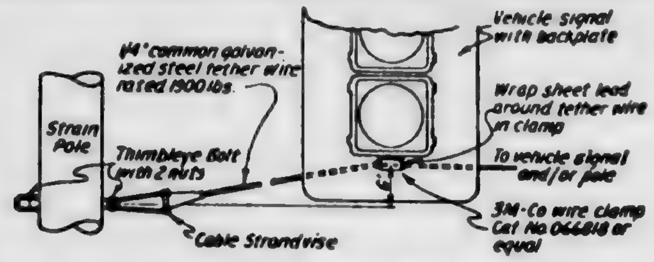
RECEIVED
MAY 14 1980
TRAFFIC ENGINEERING

NOTED
L. E. GEORGE

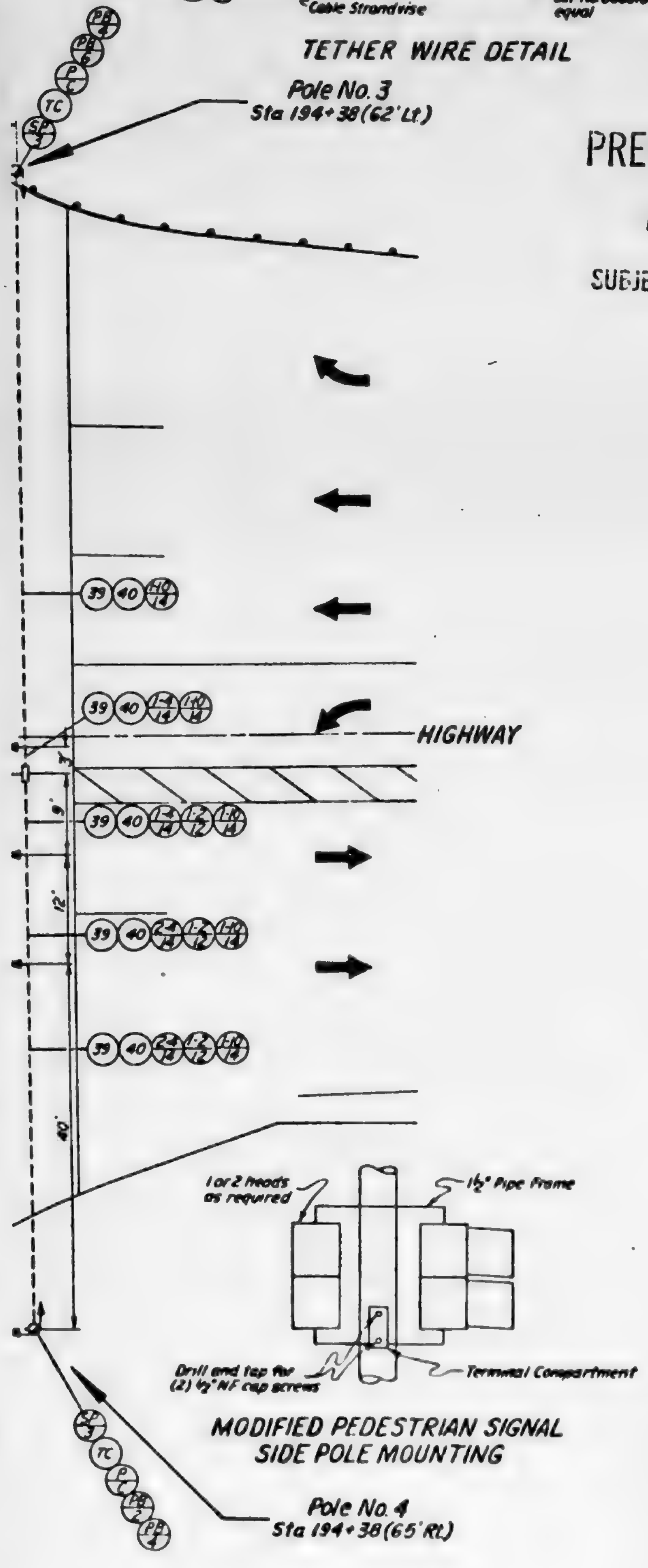
NOTED
W. R. ZIRRES

SIGNAL PLAN
CLACKAMAS HWY. AT FREEMAN AVE.

SCALE 0 10 20 40 FEET


1/4" common galvanized steel tether wire rated 1900 lbs.
Strain Pole
Thimbleye Bolt with 2 nuts
Cable Strandvise
Vehicle signal with backplate
Wrap sheet lead around tether wire in clamp
To vehicle signal and/or pole
3M-Co wire clamp Cat No. 066818 or equal

TETHER WIRE DETAIL


PB/4
PB/6
P/C
TC
SP/3
Pole No. 3
Sta 194+38(62'Lt.)
39 40 1-10/14
39 40 1-4/14 1-10/14
HIGHWAY
39 40 1-4/14 1-2/12 1-10/14
39 40 2-4/14 1-2/12 1-10/14
39 40 2-4/14 1-2/12 1-10/14
9'
12'
40'
1 or 2 heads as required
1½" Pipe Frame
Drill and tap for (2) ½" NF cap screws
Terminal Compartment
MODIFIED PEDESTRIAN SIGNAL SIDE POLE MOUNTING
SP/3
TC
P/C
PB/2
PB/4
Pole No. 4
Sta 194+38(65'Rt.)
N

PRELIMINARY COPY
APR 22 1980
SUBJECT TO MUTUAL REVIEW

CITY APPROVAL

May 16 1980
DATE

L E G E N D

EX/1	Existing power pole (power source)
C	Install Model 170 controller in Model 332 cabinet
SP/3	Install type 3 steel strain pole
V/Ph	Install Phase (Ph) vehicle signal
PV/Ph	Install Phase (Ph) optically-programmed vehicle signal
P/T	Install type (T) modified pedestrian signal
PB/Ph	Install Phase (Ph) pedestrian pushbutton with instruction sign
TC	Install terminal cabinet
39	Install 3/8" galvanized steel messenger cable
40	Install 1/4" galvanized steel tether wire (see detail)
54	Install service cabinet with 40 amp SPST circuit breaker
MS	Install 120 V.A.C. meter service
OS/2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
S"	Install (S)-inch electrical conduit
X-N/G	Install (X)-(N) wire No. (G) control cable (S)
C	Install one No. 6 Type THWN wire (signal system common)
N	Install (N) No. 14 Type THWN wires
N/G	Install (N) No. (G) Type TW wires

Ph = Phase shown
S = Size shown
N = Number shown
G = AWG wire size

X = Number of cables
423 = 12"R, 8"Y, 8"G
456 = 12"R, 12"Y, 12"G
458 = 12"R, 12"Y, 12"GLTA

APPROVED

TRAFFIC ENGR.

7/22/80
DATE

DESIGNED BY
CHECKED BY: W.J.

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
CLACKAMAS HWY. AT FREEMAN AVE. (MILWAUKIE) SEC.
CLACKAMAS HIGHWAY
CLACKAMAS COUNTY

March 1980

T.E. DWG NO. 4775

TRA

INTEROFFICE MEMO

STATE OF OREGON

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: MEMO TO FILE

DATE: February 28, 1980

FROM: Dwayne K. Hofstetter
Traffic Control Engineer

SUBJECT: Traffic Signal
Clackamas Highway at Freeman Avenue
City of Milwaukie
Prefix 3-8263

Last week the subject signal project was discussed with L. W. Rulien.

A review of the cost estimates for the project indicated that the developer's share should be under $80,000 but may be more than the original estimate of $60,000. It was also discovered that the original estimate of $5,000 for preliminary engineering was raised to $6,200.

At this time, it is questionnable whether the preliminary engineering cost will be more than the original $5,000 estimate. After reviewing the agreement and correspondence, L. W. Rulien indicated that even if the preliminary engineering costs do go over the original $5,000 estimate, the developer (Freeport Investment Company) should not have to pay more than $5,000 for preliminary engineering work on this project.

Any preliminary engineering costs in excess of $5,000 should be paid by the State as part of the traffic signal interconnect costs which are a State responsibility.

DKH:rh
cc: L. W. Rulien ✓
Max Klotz
E. L. Hardt
V. E. Skoog

[illegible]
REFER TO
FOR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
MILWAUKIE
August 13, 1979

FILE:

M. D. Payne

FROM: M. D. PAYNE
District Engineer

TO: JON ROSE
Federal Aid Coordinator

SUBJECT: Signalization Agreement
International Way
(Freeman Way) & Hwy. 224

Enclosed is a self-explanatory letter from the City of Milwaukie regarding a local improvement district which supplements and alters the original agreement between The Oregon Dept. of Transportation, City of Milwaukie, and Freeport Investment Co.

Also enclosed is a check (No. 14685) from the City of Milwaukie issued to State of Oregon Department of Transportation, in the amount of $5,000 to cover preliminary engineering for the signalization work.

City Ordinance No. 1428 is attached, which describes the local improvement district.

MDP:in
Enclosures
cc: E. L. Hardt

PROJECT MANAGEMENT BRANCH
REFERRED TO ____________
FOR ____________ M
FILE: PM A LG.

From Metro JON ROSE Date 8/16/79
To BUZ SWAN.
[✓ Program Mgmt.] Traffic Region 1

Comments: The subject project has had some funding changes as indicated by the attached data from the City of Milwaukie. Please add these to your file and forward the City's check to Accounting.

Jon Rose

CITY OF MILWAUKIE
• 10722 S.E. MAIN STREET •
MILWAUKIE, OREGON 97222
TELEPHONE (503) [illegible]

No. 14685

PAY CITY OF MILWAUKIE $ 5.000 and 00 cts
TO THE ORDER OF

DATE August 10,1979
CHECK NO. 14685

PAY EXACTLY
$5,000.00
GENERAL FUND

State of Oregon
Department of Transportation
Room 434 Transportation Building
Salem, Oregon 97310

nald J Olander

⑈014685⑈ ⑆1232⑉0201⑆ 1 80016 8⑈
HEAD OFFICE FIRST STATE BANK OF OREGON MILWAUKIE OREGON

PLEASE DETACH THIS PORTION BEFORE DEPOSITING

No. 14685

DESCRIPTION	DATE	REFERENCE	INVOICES	DEDUCTIONS	BALANCE
6-350-00-55 Preliminary Engineering for Signalization International Way/Highway 224					$5,000.00

CITY OF MILWAUKIE, OREGON

CITY OF MILWAUKIE

PUBLIC WORKS DEPARTMENT
in the City Hall • phone 659-5171

August 8, 1979

DISTRICT 2B
RECEIVED
AUG 13 1979
NOTED ☐ DE ☐ ADE ☐ DOM

State of Oregon
Department of Transportation
Highway Division
9200 S.E. McLoughlin Blvd.
P.O. Box 02157
Portland, Oregon 97202

Attn: Mr. Maury Payne, P.E.
District Engineer

Re: Signalization Agreement
International Way/Highway 224

Dear Maury:

Enclosed please find a check in the amount of $5000 to cover the cost of preliminary engineering as cited in agreement number 6995 dated 6 July 1979 between ODOT, City of Milwaukie and Mr. John Freeman of Freeport Investment Co.

For your information, the City of Milwaukie has formed a local improvement district which will include the entire cost of this signalization. When corresponding with the City, please note the reference to the International Way/Edison Street Local Improvement District.

All correspondence should be now directed to this office since the local improvement district has transferred the control of the installation of the signal by ODOT to the City of Milwaukie under local improvement district rules and regulations.

If you have any further questions, do not hesitate to contact me at this office.

Sincerely yours,

Steven M. Hall, P.E.
Public Works Director

cc: Mr. Donald J. Oblander, City Manager Pro-tem
Mr. Paul Roeger, Office Engineer

Enclosure: Check
LID Ordinance

CITY HALL • 10722 S.E. MAIN STREET • MILWAUKIE, OREGON 97222 • TELEPHONE (503) 659-5171

1428

AN ORDINANCE PROVIDING FOR CONSTRUCTION OF AN ADEQUATE STREET AND ALL OTHER APPURTENANCES TO STREET CONSTRUCTION, ON S.E. INTERNATIONAL WAY FROM THE INTERSECTION OF THE EAST BOUNDARY OF TAX LOT 702 OF TOWNSHIP 1 SOUTH, RANGE 2 EAST, SECTION 31C, AND INTERNATIONAL WAY TO THE INTERSECTION OF THE CENTERLINES OF S.E. EDISON STREET AND S.E. 40TH AVENUE, IN THE CITY OF MILWAUKIE, OREGON, AND DECLARING AN EMERGENCY.

THE CITY OF MILWAUKIE DOES ORDAIN AS FOLLOWS:

Section 1. That adequate street and all appurtenances to street construction be constructed on International Way in the City of Milwaukie, as more particularly described as follows:

> S.E. International Way from the intersection of the east boundary of tax lot 702 of Township 1 South, Range 2 East, Section 31C and International Way to the intersection of the centerlines of S.E. Edison Street and S.E. 40th Avenue.

Section 2. Said construction shall substantially conform to the plans and specifications therefor, now on file or to be filed with the City Recorder of the City of Milwaukie, Oregon, which plans and specifications, by this reference are made a part hereof, and which plans and specifications are adopted and referred to by Resolution Number 26-1979, by the City Council, Milwaukie, Oregon, dated July 2, 1979.

Section 3. That the properties liable for assessment of the said improvement district shall be the following tax lots: 600, 700 and 702 T1S, R2E Section 31C and 100 T1S, R1E Section 36DA and 8800 T1S, R1E Section 36AD.

Section 4. That upon this ordinance taking effect, the City Manager, without delay, shall give notice inviting bids for the construction of said street and all street appurtenances.

Section 5. It is hereby adjudged and declared that existing conditions are such that this ordinance is necessary for the immediate preservation of public health, peace, safety, and the best interests of the inhabitants of the City of Milwaukie, Oregon; therefore, an emergency is hereby declared to exist, and this ordinance shall take effect and be in full force and effect from and after its passage by the Council and signing by the Mayor.

Read the first time this 16th day of July, 1979, and moved to second reading by majority vote of the City Council.

Read the second time and adopted by the City Council this 26th day of July, 1979.

Signed by the Mayor this 26th day of July, 1979.

Allen Manuel
ALLEN MANUEL, Mayor

ATTEST:

Dorothy E. Farrell
Dorothy E. Farrell, Recorder

APPROVED AS TO FORM:

Myer Avedovech
Myer Avedovech, City Attorney

3-8263

March 22, 1979

Freeport Investment Co.
10952 S.E. 21st
Portland, OR 97222

Attn: John C. Freeman
659-8073

Gentlemen:

Estimated cost of the preliminary engineering phase of the installation of a traffic signal on the Clackamas Highway at Freeman Avenue is estimated to be $5,000.00.

Please make your check in the amount of $5,000.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Manager

FFH:tmw

bc: w/AD #604 Verne Skoog - Please return completed AD #604 when check is received.
Jon Rose, Metro ✓

TO: Oregon Transportation Commission

16 79

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On June 28, 1979, approved a 30-day extension to the 1977-79 Keep Oregon Livable contract agreement to enable Ted Hallock, Inc., to complete the work under the contract. All other terms and conditions of the contract remain the same.

2) On July 6, 1979, approved a cooperative construction agreement with the City of Milwaukie and the Freeport Investment Company for the installation of traffic signals at the intersection of Clackamas Highway at Freeman Avenue. State will design, install and maintain the signals. City will pay for all electrical energy consumed and Freeport Investment Company has agreed to pay all costs of the project, except the State will pay the cost of the material & labor in the inter-connection of the new equipment with the existing signal system.

Signal

3) On July 6, 1979, approved a supplemental agreement (final) with Salem Sand and Gravel Company for termination of their responsibilities on the Manzanita Safety Rest Area Sewage disposal facility on the Pacific Highway in Josephine County.

4) On July 11, 1979, approved a contract with Linn-Benton-Lincoln Manpower Consortium for employment of personnel under the CETA Program, with a maximum limit of $50,783. This contract is for the period of July 1 through September 30, 1979.

5) On June 26, 1979, by telephone to J. B. Boyd to accept the settlement with Southern Pacific Transportation Company for 10 parcels on the Hanson Cr.-Saunders Cr. and Saunders Cr.-Mapleton Section of the Florence-Eugene Highway in Lane County for a consideration of $120,820 plus interest to 8-31-79 of $40,284. Files 43881, 48385.

Dated this 16 day of July, 1979

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
Date 7/12/79

[illegible]

July 10, 1979

Freeport Investment Company
10952 S.E. 21st
Portland, OR 97222

MISC. CONTRACTS and
AGREEMENTS No. 6995

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the installation of traffic signals at the intersection of Clackamas Highway at Freeman Avenue.

A copy of this agreement has also been sent to the City of Milwaukie, and we have retained a fully executed copy for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO

DATE: July 6, 1979

FROM: H. S. Coulter
State Highway Engineer

H S Coulter

SUBJECT: Traffic Signal Agreement
Clackamas Highway and Freeman Avenue

On this date, Chairman Yturri approved a cooperative construction agreement with the City of Milwaukie, and the Freeport Investment Company for the installation of traffic signals at the intersection of Clackamas Highway at Freeman Avenue.

The State will design, install and maintain the traffic signals. The City will pay for all electrical energy consumed, and Freeport Investment Company has agreed to pay all costs of the project, except the State will pay the cost of the material and labor in the inter-connection of the new equipment with the existing signal system.

HSC:ji

cc: Anthony Yturri
F. B. Klaboe
C. W. Head
L. W. Rulien
E. L. Hardt
M. D. Payne

81-125-1387

OREGON STATE HIGHWAY DIVISION

TO: L. W. Rulien

FROM: M. D. Payne

SUBJECT: Traffic Signal Agreement, Clackamas Hwy & Freeman Ave.

DATE: 7/3/79

The subject agreement has been signed by the City of Milwaukie, John Freeman & Ed Hardt.

If possible, Freeman would like to have the executed agreement in hand by July 10 in order to get final blessing from the city for his project.

M. D. Payne

(SIGNATURE)

PLEASE REPLY HERE

Chairman Harris
gave approval by phone
9:15AM 7/6/79
H S Coulter

RECEIVED
STATE HWY ENGR
JUL 5 - '79
REFER TO
FOR

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 27, 1979

Edward L Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: JOHN FREEMAN'S TRAFFIC SIGNAL
MILWAUKIE EXPRESSWAY

TO: L. W. RULIEN
Executive Assistant

NOTED
H. S. COULTER

For sometime now we have been studying the issue of whether the Highway Division has any responsibility for the installation of a traffic signal on the Milwaukie Expressway which would serve a development promoted by John Freeman. Attached is correspondence from Maury Payne dated December 26, 1978, from me dated December 29, 1978, from E. S. Hunter dated January 26, 1979, and from you dated April 2, 1979, all on this subject.

Your letter suggested that we approach Mr. Freeman with the offer that if he would finance the traffic signal the Highway Division would pay for the expense of interconnecting the signal with the existing system on the Expressway. Maury Payne discussed this with Mr. Freeman, who has agreed to this proposition. Your letter asked us to advise you of this so that you could "clear it".

Now that Mr. Freeman has commited himself to this cost, he is anxious to proceed with the development. The City of Milwaukie, as a condition to the approval of his development plan, has required the installation of the traffic signal. Because of a council meeting on July 10, at which time they will require, for approval of the Freeman development, the executed three-party agreement covering this signal, we are trying to expedite preparation and approval of the agreement. The agreement with Mr. Freeman's and the council's approval will be in your office on July 3 and we would hope that you can have the appropriate people approve it in time for us to have it back by July 10 for formal submittal to the evening council meeting.

As per our telephone conversation, I am forwarding you this data in order to lay the groundwork for the approval of the agreement.

RECEIVED
STATE HWY ENGR
JUN 29'79
REFER TO
FOR
Info | Invest | R/D | [illegible] | Sign | Act | File

ELH/cr
Attachments
cc Maury Payne

letter went out making the commitment
R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: E. L. Hardt
Region 1 Engineer

DATE: April 2, 1979

FROM: Larry W. Rulien, Assistant Director
Policy and Program Development

SUBJECT: Traffic Signal
Milwaukie Expressway
Ohmar/Freeman

DISTRICT 2B
RECEIVED
APR 9 1979
NOTED ☒ DE ☐ ADE ☐ DOM

6/27/79

Walt and John Freeman recently visited me concerning the subject of a traffic signal installation that would be necessary if the property on the southerly side of the Milwaukie Expressway and across from Ohmar Industries is to be developed. The intersecting streets have been dedicated to the City of Milwaukie and the apparent reason for their visit to me is that I was the Region Engineer and somewhat involved in right-of-way considerations, design, and development of the project.

As I understand the issue, they want to pave the street on the southerly side of the Expressway and proceed with some development, and a prerequisite of their necessary approvals from the City of Milwaukie was the installation of an appropriate traffic signal. They have had meetings with us and it had been determined that we do not have a commitment to provide such a signal. However, the signal can be accommodated on the Expressway and was, in fact, anticipated when the Expressway was laid out. The quotation for costs for the signal appear to be about $60,000 for the traffic signal at the intersection itself and another $15,000 to tie the signal to signals on the west for proper functioning and progression.

It seems to me, given the extensive and slightly murky background on this whole thing, that a reasonable posture on our part, in the interest of cooperating, would be to offer to bear the costs of the intertie if Freeman and whoever comes up with the costs of the signal at the intersection.

Please communicate this to Walt Freeman as a possible compromise and if it satisfies the need, advise me and I will clear it.

LWR:jh

cc: H. S. Coulter
E. S. Hunter
L. E. George

4/17/79

(Pls Rtrn.

J. Freeman will think it over & advise the next few days.
MJ.

RME RCE RE
E RECEIVED RSM
UE APR - 3 1979 RSC
SO REGION I RBI
TO

CC: Maury Payne - Pls Contact Mr. Freeman & let me know his reaction. ELH

E. L. Hardt
Region I Engineer

January 26, 1979

xxxxxx

From: E. S. Hunter
xxxxxxxxx Assistant State Highway Engineer
Technical Services Branch

Subject: Traffic Signs
Freeman Road and Omark Connection
Clackamas Highway
Station 193+89.51

The files of both the Right-of-Way Section and the Traffic Engineering Section have been searched for any indication that a commitment was made or an obligation was assumed for the future installation of a traffic signal at Freeman Road. It is also understood that you verbally questioned M. D. Payne as to any possible commitment that might have been made during condemnation proceedings. Apparently, he recalls none.

No record of a written or verbal agreement for a future installation has been found. The Traffic Engineer recalls a conversation with D. J. Barbee on the need for traffic signals if the final design resulted in a four-way intersection. This type of intersection was not built and consideration for signals was dropped.

Unless you have uncovered some other information regarding a future commitment, you should inform Mr. Freeman that if traffic signals are warranted because of his development, he will be expected to pay all costs for the installation.

H. S. Coulter
cc J. B. Boyd
L. E. George

LEG:ds/ESH:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

January 18, 1979

FILE:

NOTED
L. E. GEORGE

FROM: J. B. Boyd
Right of Way Manager

J B Boyd

TO: L. E. George
Traffic Engineer

SUBJECT: File Research
Traffic Signal Installation
Freeman Rd. & Omark Connection
Clackamas Highway
Station 193 + 89.51
Files #38476, 38477, 38475

I have researched the above subject files in regard to the above traffic signal I find no reference in the appraisals or in the correspondence nor the final judgement which relates to the signal installation. The files are rather lengthy but with the examination of the 3 files some mention would have been made of the signal. Apparently R/W nor the legal staff was involved in any discussion regarding it. I have discussed the matter with Jack Sollis and he said unless it was mentioned in the judgement or during the testimony, of which there is no record, we have no obligation.

JBB:lb

cc: Jack Sollis

RECEIVED
JAN [illegible]
TRAFFIC ENGINEER

RECEIVED
TECHNICAL SERVICES
JAN 2 1979
REFER TO
George
FOR

FORM 81-734.30

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie

December 29, 1978

Edward L. Hardt

FROM: EDWARD L. HARDT
Region Engineer

TO: E. S. HUNTER, Manager
Office of Technical Services

SUBJECT: FREEMAN RD. & OMARK CONNECTION
Clackamas Highway
Station 193 + 89.51

Confer with Dep't re R/W obligations and R/O. Return this [illegible]

Attached you will find copies of letters from District Engineer Maury Payne dated December 26, 1978, and John C. Freeman, President of Production Parts, Inc., dated December 11, 1978. These letters deal with a proposed connection to the Milwaukie Expressway at Station 193 + 89.51. At the present time at this location there is a "T" intersection with the road to the north leading to the Omark Industrial Park. Also attached are copies of letters taken from the Region office files which have a bearing on the matter at hand.

As we can piece the information together the following seems to be pertinent:

1. The dedication of a public street right-of-way by Mr Freeman to the City of Milwaukie as part of the construction of the Milwaukie Expressway has been reported to Maury Payne by Mr. Freeman as an offset for the damages caused by the highway dividing his property. We find nothing in our files to substantiate this.

2. There seemed to be an intent back in 1968 for the Highway Division to install a traffic signal at the proposed four-way intersection, assuming that Mr. Freeman had the road connection on the south side of the highway built. Reference D. J. Barbee's December 3, 1968, letter.

3. For reasons best known to Mr. Freeman, he did not construct the road connection in 1968, therefore the signal was never constructed. We find nothing in our files to substantiate the reason why the signal was not installed but this seems to be logical.

4. Now Mr. Freeman wishes to develop more of his land and build the street connection. The City of Milwaukie has placed a restriction on him to the effect that he can not proceed with his development unless he arranges for a traffic signal on the Expressway.

As Maury has aptly put the questions to be resolved today are 1) does the Highway Division have an obligation to build a traffic signal at the proposed intersection and, 2) if so, how and when can it be funded? Since there are implications in these questions which relate to the Traffic Engineering Section, the Road Design Section, and the Right-of-Way Section, we are turning to you for help in answering these questions. Ex-Region Engineer Larry Rulien may also have some recollections about the history of this problem.

ELH/gw
Attachment
cc: Maury Payne

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

MILWAUKIE

December 26, 1978

FROM: M.D. PAYNE
District Engineer

TO: EDWARD L. HARDT
Region Engineer

SUBJECT: Freeman Rd. & Omark
Connection
Clackamas Hwy.
M.P. 1.89
(Station 193 + 89.51)

Enclosed is a letter from John C. Freeman, President of Production Parts, Inc. He is requesting that the Highway Division install a traffic signal at the subject intersection.

Prior to the construction of the Clackamas Highway, the City of Milwaukie accepted the dedicated street right of way. The city presented the deed copies of this dedication to the Highway Division as proof that this was a bonafide street connection. The highway construction plans were prepared calling for grading a portion of the connection.

Mr. Freeman maintains that the city street provided a offset for the damages caused by the highway dividing his property. He further assumed that the city street connection, once improved, would be signalized by the state just as Harrison St., Monroe St., Oak St. etc. were signalized.

Omark Industries constructed the street on the north side of the highway and provided for right turn, in and out, traffic movements. Mr. Freeman was planning to construct the street south of the highway, but his plans have been delayed until now.

Attached is correspondence arranged chronilogically from July, 1967 to March,1969 which relates to the street development and the Highway Division's thinking during that time frame. The letter dated December 3 1968 from D.J. Barbee, Design Engineer, leaves little doubt that a signal was planned. I know from my involvement, as resident engineer on this project, that a signal would be in existance today if the street connection had been completed while the highway contract was underway.

The signal was not installed because Freeman did not develop the street. The questions now are; do we have the available funds to install the signal, and, is every one in agreement that the state is obligated to install it at state expense.

MDP:cb

Enclosures

RE RME RCE BE
TE RECEIVED RSM
UE RSC
SO REGION I RBI
TO

Production Parts, Inc.
4222 S.E. Key Way · Portland, Oregon 97222 · (503) 654-9543

DISTRICT 2B
RECEIVED

DEC 13 1978

NOTED ☒ DE ☐ ADE ☐ DOM

December 11, 1978

Mr. Maurice Payne
District Engineer
Oregon State Highway Department
9002 S. E. McLoughlin Blvd.
Portland, Oregon 97222

Dear Maury:

Confirming our discussion on December 8, 1978, please determine the status of the future stoplight at the intersection of Highway 224 and Freeman Way.

As you know, from your participation in the construction of Highway 224, there was an agreement that this light would be installed upon the improvement of Freeman Way. Furthermore, it was understood that this was to be funded by the Highway Department as a portion of Highway 224 construction costs.

We are going to be improving Freeman Way in the Spring of 1979. We have a completion target on our first buildings of September 1, 1979 and the City of Milwaukie has made our occupance permits contingent upon the signalization of this intersection.

If I do not hear from you in the meantime, I will check back with you during the first week in January. Thank you for your help.

Sincerely,

John Freeman

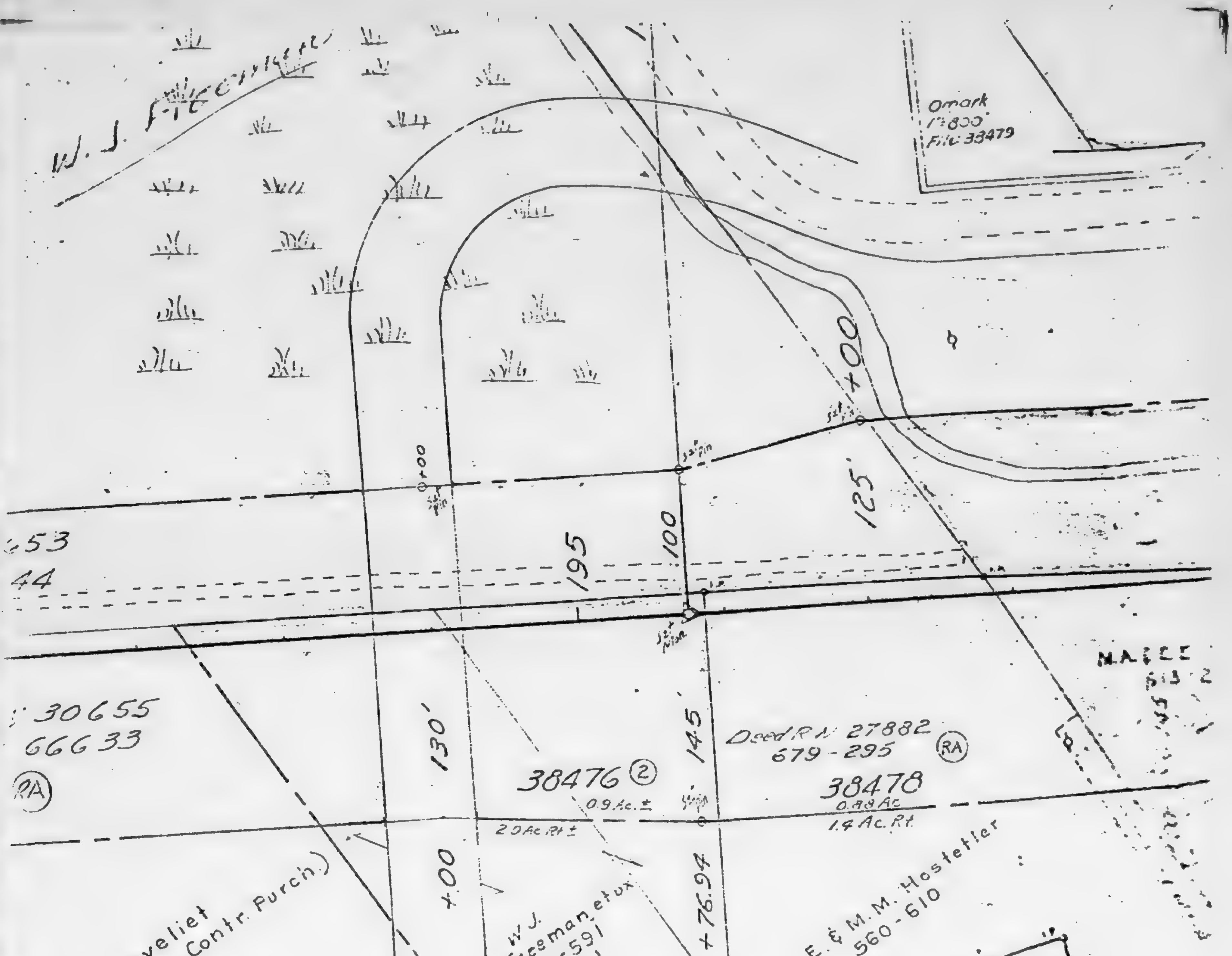
John C. Freeman
President

JCF/bjp

cc: Mr. Cy Nims, City of Milwaukie
Mr. John Gray, Omark Industries

MEMBER OF NATIONAL SCREW MACHINE PRODUCTS ASSOCIATION

"Performance Sets Us Apart"


W. J. Freeman
Omark
1"=800'
File 38479
+00
125'
+00
100
195
53
44
30655
66633
RA
130'
145
Deed R.N. 27882
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RA
38476 ②
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2.0 Ac. Rt ±
38478
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1.4 Ac. Rt.
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+76.94
W. & E.E. Teveliet
& A.M. Freeman Contr. Purch.)
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W.J. Freeman etux
562-591
651-91
P.E. & M.M. Hostetler
560-610
G.H. & L.D. Fernau
550-563
Lake Rd
Freeman 38476
Teveliet 38477
Freeman 38478
LAKE RD
1"=1000'
lazar
CITY OF MILWAUKIE
for road purposes only
679-604

8B-3A-9

OREGON STATE HIGHWAY DEPARTMENT

TO: D. Haller

SUBJECT: Milwaukie-Harmony Sec. Omark Conn.

FROM: M. Payne

DATE: 3-24-69

As requested, you will find Xerox copies of Omarks planned Connection with the Milwaukie Expressway. We have returned the prints to Omark that they had submitted for approval

This information should be adequate for the Traffic Div. to work up Signal plans. A portion of this conn. is also shown on the Milwaukie-Harmony Const. plans.

Maurice D. Payne
(SIGNATURE)

PLEASE REPLY HERE

Fwd to Salem Design
Dept

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

Portland, Oregon 97202
January 30, 1969

Mr. M. D. Payne
Resident Engineer
MILWAUKIE

Milwaukie-Harmony Road
Interchange Section
Clackamas Highway
Contract No. 7089

Attached you will find two copies of the Omark Industries Road and storm sewer plan which has been studied by Design Section, as per your request. They have found nothing to take exception to and indicate that the traffic division will install a signal at the Omark Road connection.

Please relay this information to those people interested at Omark.

L. W. Rulien
Division Engineer

by

D. H. Haller, Jr.
Assistant Division Engineer

DHH:nlb

Encl.

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1968

SUBJECT: Milwaukie-Harmony Road Section
Clackamas Highway
Contract No. 7089

To:

Mr. L.W. Rulien
Division Engineer
Post Office Box 02157
Portland, Oregon

Attention: Mr. D.H. Haller, Jr.

As discussed with you by telephone, the Traffic Division was contacted to determine what traffic control devices would be utilized at the Omark Road connection as submitted by your letter of November 20. You requested this so that you could inform Omark what to expect.

The Traffic Division states that they will install a signal at this connection.

D J Barbee
D.J. Barbee
Design Engineer

☐ DE ☑ ADE ☐ ADE ☐ OE
DEC 4 1968
☐ TE ☐ UE ☐ DES

DNS:jp
cc: F.B. Crandall

Portland, Oregon 97202
November 21, 1968

Harmony Road-Lake Road Sec.
Clackamas Highway
Prefix 103-1419

Mr. D. J. Barbee
Design Engineer
Salem

I goofed! On November 20, I sent you three sets of plan sheets covering a planned connection of the Omark Industries road system with the future Harmony-Lake Road Interchange of the Clackamas Highway. I find that two of these plans were to be noted by the Department as to acceptability and returned to Omark Industries.

In checking these plans over in the field, we have found no conflicts. If your office concurs, will you please retain one of the three copies and return the other two copies to this office. Thank you.

L. W. Rulien
Division Engineer

by

D. H. Haller, Jr.
Assistant Division Engineer

DHH:nlb

cc: M. D. Payne

Portland, Oregon 97202
November 20, 1968

Harmony - Lake [illegible]

Milwaukie-Harmony Road Sec.
Clackamas Highway
Contract No. 7089 103-[illegible]

Mr. D. J. Barbee
Design Engineer
Salem

Attached you will find three sets of plan sheets covering a planned connection of the Omark Industries road system with the future Harmony Road-Lake Road interchange section of the Clackamas Highway.

We have reviewed these plans in the field for alignment and grade connections to our system and request that you incorporate portions of these plans as needed in the upcoming Harmony Road-Lake Road interchange project.

L. W. Rulien
Division Engineer

by

D. H. Haller, Jr.
Assistant Division Engineer

DHH:nlb

Encl.

cc: M. D. Payne

Ron - Build by [illegible]
reply ??. R

FORM E-30 50M 10-63

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 31, 1968
Milwaukie, Oregon

SUBJECT: Milwaukie-Harmony Rd. Section
Clackamas Highway
Contract No. 7089

To: Mr. L. W. Rulien
Division Engineer
Portland, Oregon

Attached you will find Three (3) sets of plan sheets for a planned connection of Omark's road systym with the Clackamas Highway.

We have reviewed these to see that alignment and grades will match our plans.

After reviewing please forward to Salen for incorporation with plans for the Harmony Rd. Interchange-Cascade Highway Section. This will be of particular interest to the Traffic Division.

Maurice D. Payne
by C. T. Flink ASS'T
Resident Engineer

MDP:rlb
cc File

☐ DE ☐ ADE ☐ ADE ☒ CE
[illegible]
☐ TE ☐ UE ☐ DES

Pettijohn Engineering Company, Inc.
4145 N. E. CULLY BOULEVARD
PORTLAND 18, OREGON
TELEPHONE { AREA CODE 503
282-0901

October 23, 1968

Mr. Maurice Payne, Res. Engineer
P. O. Box 02157
1414 21st
Milwaukie, Oregon 97202

Dear Mr. Payne:

Enclosed please find 3 copies of the plans for the proposed connection from Omark Industries to the Clackamas Highway presently under construction.

In our discussions with your office, we were told you wanted an opportunity to review the proposed connection plans to insure a coordination of effort.

Please retain one copy for your records and return two copies to us with your approval or comments.

Very truly yours,

PETTIJOHN ENGINEERING COMPANY, INC.

By
A. J. Hardie

AJH:at

Portland, Oregon 97202
September 13, 1968

Mr. R. L. Porter
Deputy State Highway Engineer
Salem

Request of W. J. Freeman to
move borrow material
Milwaukie-Harmony Rd. Section
Clackamas Highway
Contract No. 7089

Please be advised that the controversy between Mr. Freeman and our contractor, Babler Bros., relative to movement of material across Babler construction area has apparently been resolved to the satisfaction of all. I believe that Mr. Babler negotiated some work with Mr. Freeman which solved the problem.

L. W. Rulien
Division Engineer

LWR:fb
cc Forrest Cooper
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
M. D. Payne

FORM E-30X—90M—7-66 SP*23557-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1968

To: Memo to File

SUBJECT: Request of W. J. Freeman, Milwaukie (telephone 654-9543) to move borrow material--

Clackamas Highway

On this date, a Mr. W. J. Freeman of Milwaukie telephoned and asked for our cooperation in permitting him to move a quantity of borrow material across the Clackamas Highway now under construction near the Omark plant. He stated that he had two bids for performing this work---one from our contractor, Babler Brothers, and one from an outside contractor. He said that the outside contractor had submitted a substantially lower price but that Babler Brothers were refusing to allow him to cross the unit under construction.

I told Mr. Freeman that I did not know what we could do but would contact Division Engineer Rulien and ask him to cooperate if possible. Mr. Rulien was contacted on this date and the information transmitted to him by 'phone.

Mr. Freeman stated that he was referred to this office by Attorney George Mead.

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. W. Rulien

☐ DE ☐ ADE ☐ ADE ☑ OE
SEP 9 1968
☐ TE ☐ UE ☐ DES

Aug 19, 1968

7389

Don Haller

Mr. Cliff Jacobson Mr. Bill Raedels and one other gentleman representing Omark were contacted by Maurice Payne & ~~I~~ Me this date concerning the connection to the Milwaukie expressway. They all felt that the right turn ~~on~~ only condition was satisfactory.

I would suggest that it be approved.

Ronald M [illegible]

Notified Payne To Proceed

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
July 9, 1968

SUBJECT: Milwaukie-Harmony Road
Interchange Section
Clackamas Highway
Clackamas County
Prefix: 103-1095

To: Mr. L. W. Rulien
Division Engineer
Portland, Oregon 97202

Herewith proposed plan for City street connection at Sta. "L" 193+89.51 left on the subject project. Mr. Ron Failmezger, Division Traffic Engineer, has studied this intersection, and this proposal is the maximum he believes justifiable at this time.

The relocation of Type 2 barricade and some additional striping as shown on the enclosed print, will allow right turn only movement from the street connection. This will alleviate, to some extent, the congestion which now takes place at the present Omark Rd. connection with Lake Rd., during the 5:00 p.m. shift change.

Since this is a minimum design, it should be discussed with Mr. Bill Raedels, plant engineer for Omark Industries, to see if he thinks it would be justified for his company to construct the City street at this time. Mr. Raedels' telephone number is 654-6531.

Maurice D. Payne
Resident Engineer

By C. T. Flink
C. T. Flink

CTF:mh
encl.
cc: Ron Failmezgar
file

Ron
Pls contact
Mr Raedels -
If this isn't
satisfactory I would
think we would.
return to the original
plans - i.e. no
temp provisions for
Omark

☐ DE ☐ ADE ☐ ADE ☐ OE

[illegible] 1968

☐ TE ☐ UE ☐ DES

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 25, 1968

Ron F returned 7/8 -
Final report to come from Payne

To: Mr. L. W. Rulien
Division Engineer
Portland, Oregon

SUBJECT: Milwaukie-Harmony Road
Interchange Section
Clackamas Highway
Clackamas County
Contract No. 7039
US-271(8)

On this date Mr. Phil Huntley, D.M.S., Mr. Wayne Oberding, Assistant D.M.S., and I met with Mr. Alex McPhail and Mr. Bill Raedels of Omark Industries to discuss plans they have for a City street connection with the subject highway project.

The street connection is left and right of Sta. "L"193+89.51 and is shown on Sheet No. 9 of the project plans. The plans call for partial grading only of the street connection with the completion to come under the next contract.

The Omark people wish to construct the City street connection and have it in service with the completion of our present contract. To do this would involve some adjustment of the planned barricades which are designed to funnel traffic down from four lanes to two lanes. In addition some provisions for left turns would be required and possibly the permanent signal installations would be required.

The Omark people were told that this would have to be checked out with our Traffic Division and Design Section in order to determine if traffic could be properly handled.

The one advantage to constructing the connection at this time is the relief it would provide for the present traffic congestion at Omark's connection with Lake Road near Harmony Road intersection. This is a very congested area during the afternoon Omark shift break which requires a traffic flagman.

If the design and traffic details can be worked out satisfactorily, I would recommend that this connection be constructed under this contract.

If you should agree with this recommendation, please pass the necessary information on to Salem for the required plan revisions. If not, please let us know so we can inform Omark, as their plans hinge on this decision.

Maurice D. Payne
Maurice D. Payne
Resident Engineer

Ron
Pls go over this with Payne
If practical pls have planning [illegible]

MDP:mh
encl.
cc: file

DE
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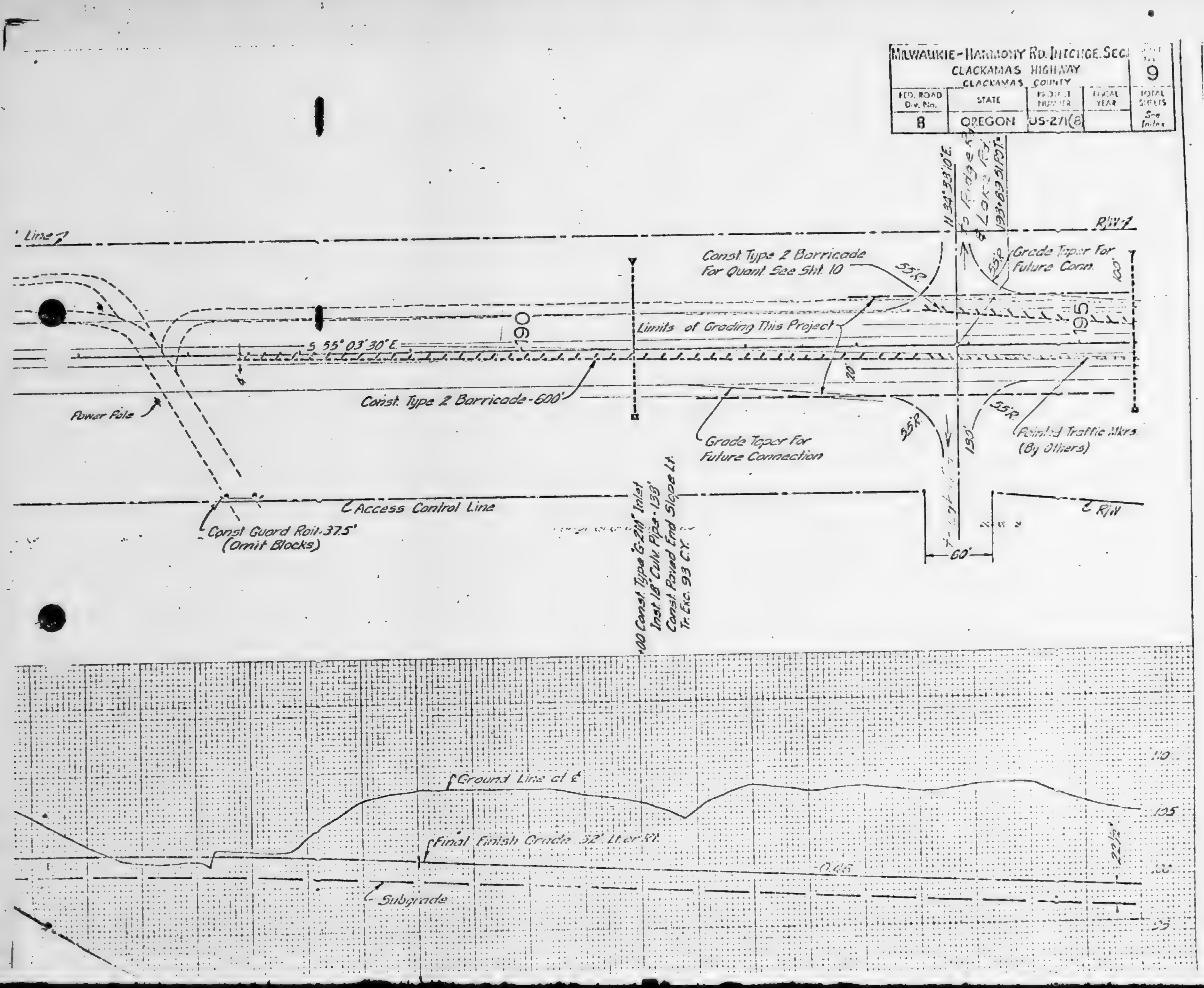
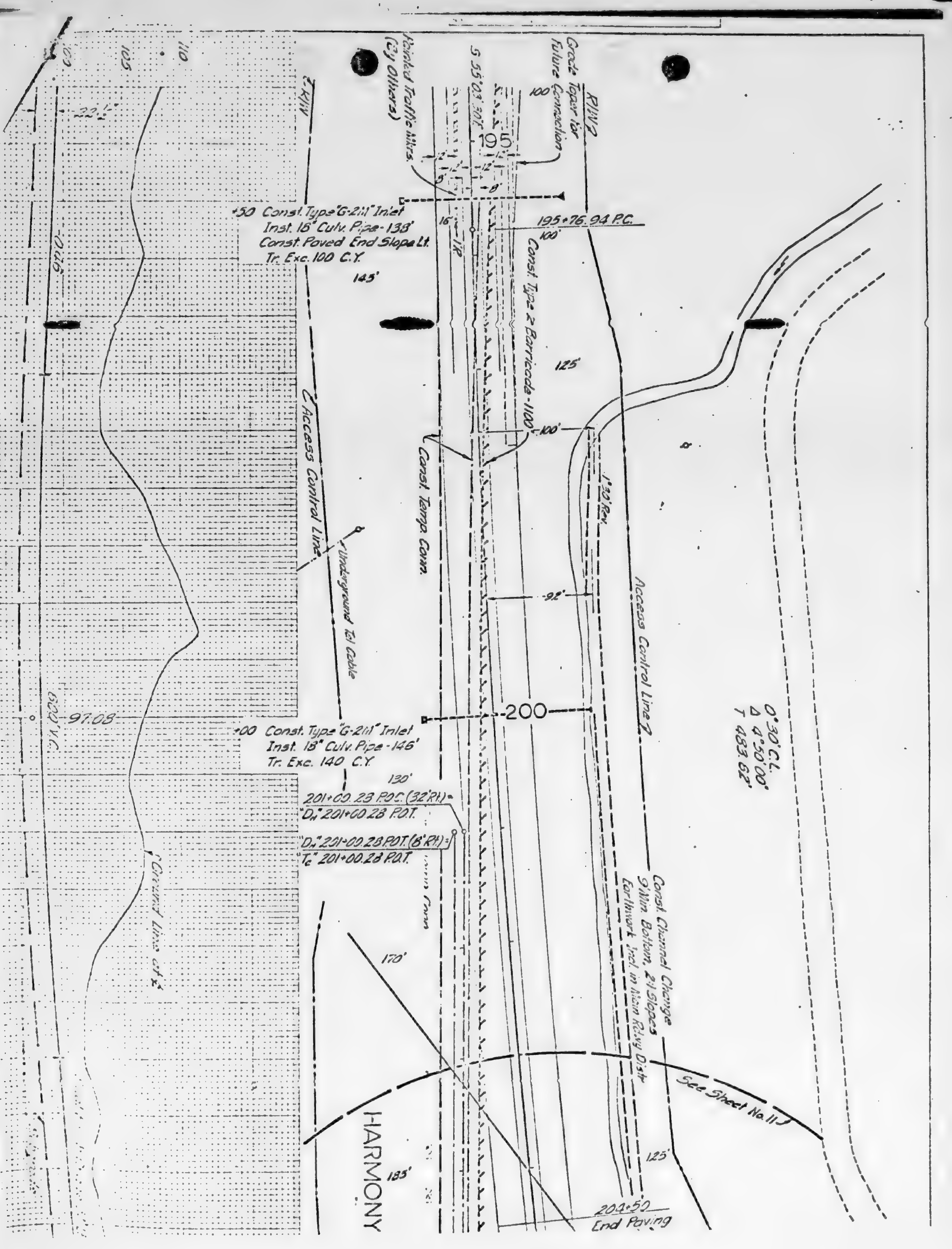
TS US DES


Line
R/W
Power Pole
S 55° 03' 30" E.
190
195
Limits of Grading This Project
Const. Type 2 Barricade For Quant. See Sht. 10
Const. Type 2 Barricade-600'
Grade Taper For Future Connection
Grade Taper For Future Conn.
Painted Traffic Mkrs. (By Others)
55'R
20'
130'
100'
60'
4'
N 34° 33' 10" E.
To Ridge Rd. & Lake Rd.
193+69.51 P.O.T.
℄ Access Control Line
℄ R/W
Const. Guard Rail-37.5' (Omit Blocks)
+00 Const. Type "G-2M" Inlet
Inst. 18" Culv. Pipe-138'
Const. Paved End Slope Lt.
Tr. Exc. 93 C.Y.
Ground Line at ℄
Final Finish Grade 32' Lt. or Rt.
Subgrade
-0.45
22½'
110
105
100
95

MILWAUKIE-HARMONY RD. INTCHGE. SEC.
CLACKAMAS HIGHWAY
CLACKAMAS COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	US-271(8)		See Index

9


110
105
100
-22.5'
99.10
R/W
Painted Traffic Mkrs. (By Others)
S 55°03'30"E
Grade Taper for Future Connection
R/W
100'
195
-12'
-8'
+50 Const. Type "G-2(i)" Inlet
Inst. 15" Culv. Pipe-138'
Const. Paved End Slope Lt.
Tr. Exc. 100 C.Y.
195+76.94 P.C.
100'
145'
Const. Type 2 Barricade-1100'
125'
℄ Access Control Line
Const. Temp. Conn.
100'
1°30' Rev.
Underground Tel Cable
92'
Access Control Line
200
97.08
600' V.C.
+00 Const. Type "G-2(i)" Inlet
Inst. 18" Culv. Pipe-146'
Tr. Exc. 140 C.Y.
130'
201+00.28 P.O.C. (32' Rt.)
"D4" 201+00.28 P.O.T.
"D4" 201+00.28 P.O.T. (8' Rt.)
"Tc" 201+00.28 P.O.T.
Ground Line at ℄
0°30' C.L.
Δ 4°50'00"
T 483.62'
Const. Channel Change
9' Min. Bottom, 2:1 Slopes
Earthwork Incl. in Main Rdwy Exc.
170'
See Sheet No. 11
HARMONY
185'
125'
204+50
End Paving

Portland, Oregon 97202
July 13, 1967

Mr. F. D. Morgan
Construction Engineer
Salem

Milwaukie-Harmony Road Section
Clackamas Highway
Street Dedication

Reference is made to the dedication to the City of Milwaukie of certain streets and roads through the Cmark and Freeman properties to provide for a connection with the new expressway at Sta. 193+90.

I am forwarding herewith copies of deeds to the City of Milwaukie which should establish proof of the dedication of the street and provide the necessary documentation for making the connection to a public roadway. This should clear the way for inclusion of the connection in the project plans.

L. W. Rulien
Division Engineer

by

C. T. Keasey
Assistant Division Engineer

CTK:nlb

Encl.

cc: Richard H. Rumbolz

CITY HALL — 926 MAIN STREET
MILWAUKIE, OREGON
PHONE 654-9593

CITY OF MILWAUKIE, OREGON
"The Dogwood City of the West"
FOUNDED 1848—INCORPORATED 1903

July 10, 1967

Oregon State Highway Department
P.O. Box 02137
Portland, Oregon 97202

Attention: Mr. R. H. Rumbolz

Gentlemen:

Reference: Milwaukie Harmony Road Section
Project No. US - 271 (8)
Freeman Road - Omark Road Connection

Transmitted herewith are copies of the deeds to the City of Milwaukie for said road connections at Sta. L 193 + 89.51 P.O.T. These documents should complete the property jurisdiction on this project.

Very truly yours,

CITY OF MILWAUKIE

J Wayne Daigle

J. Wayne Daigle, Director of Public Works

b/
enc. - Deeds (4)

1980 Jordan Valley-Idaho State 9141
Line Sec. on Broadhurst Lane in
Jordan Valley. (Paving)

C&A 7197 11-15-79

Form 734-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-22-81	CC 81-78		523-1989-297 523-1069-297 523-1073-297

BILL TO: Code:

Malheur County Court
Courthouse
Vale, Oregon 97918
Attn: Honorable E.M. Sewell - County Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Jordan Valley-Idaho State Line Section - Broadhurst Lane. This is an FAS-C Project No. RS-B482(1).			
County Share of Costs are:			
County Advance Deposit			$14,000.00
County Share of Project Costs			13,022.68
REFUND DUE COUNTY			$ 977.32
(Attach Itemized Statement with Billing)			

Advance Deposit Amount	$ 14,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 10,500.00
Balance	$ 3,500.00
Transfer to Highway Fund	$ 2,522.68
Refund Due	$ 977.32
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 2072

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D E Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 12-22-81

COUNTY MALHEUR **Contract No.** 9141 **Date Completed** Sept. 16, 1981

PROJECT # RS-B482(2) **Section** Jordan Valley - Idaho State Line

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST	
P.E.	(Federal Participation)	$ 2,106.19	
Arch Pipe			
SFO #1 Install Pipe - By County		$ 15,615.05 ✓	
SFO #2 Engineering Monitoring Cost		365.38 ✓	
Construction			
Payment to Contractor		$188,313.65 ✓	
SFO #3 - Striping - State		495.15 ✓	
Engineering		9,484.06	9473.
Audit		626.77	
TOTAL (Federal Participation)		$217,006.25	
Non-Participating			
Interest Paid to Contractor		$ 138.91 ✓	
Engineering		117.41	
		$ 256.32	

Federal Funds Collected $191,356.11

County's Share of Project Costs are:

1/2 ($217,006.25 - $191,356.11 + $117.41) + $138.91 = $13,022.68

County Advance Deposit	$14,000.00
County Share of Project Costs	13,022.68
REFUND DUE COUNTY	$ 977.32

Reference: Billing Form CC 81-78

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Jordan Velly-Idaho State Line Section County Road in Malheur County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 2,106.19	
	Construction					
	Type Code Y007					
SFO	#1 Install structure plate arch pipe (Work by Malheur County)	All Required			15,615.05	
	Type Code 6201					
	Roadway (Sta. 0+00 To Sta. 96+60)					
	Final Contract Payment Summary	Lump Sum			188,313.65	
SFO	#3 Permanent & Temporary Striping (State)	All Required			495.15	
	Total Participating Construction	Type Code 6201			$188,808.80	
	Total Participating Construction				$204,423.85	
	Construction Engineering					
SFO	#2 Engineering Monitoring Cost (State)	All Required			$ 365.38	
	State	All Required			9,484.06	
	Total Participating Construction	Engineering			$ 9,849.44	
	Misc. Project Cost					
	Audit Expense	All Required			$ 626.77	
	Total Participating Cost				$217,006.25	
	Nonparticipating Cost					
	Interest on Final Payments	All Required			138.91	
	Construction Engineering	All Required			9,545.72	117.41
	Total Nonparticipating Cost				$ 9,684.63	256.32
	Total Project Cost				$226,690.88	217,262.57
	Prepared based on Participating Costs as shown on Federal Billing as of 9/17/81					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg., - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. B482 RS-[illegible](2)
PROGRAM APPROVED	VOUCHER PERIOD From: 10-23-79 To: 4-14-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 2,106119	$ 2,106.19	88.18%	$ 1,857.24	$ 1,857.24	$ 0.00
16,607.20	16,607.20	88.18%	14,644.23	14,644.23	0.00
~~198,522.80~~ 198,549.18	198,292.86	88.18%	174,854.64	174,854.64	0.00
~~$217,236.19~~ 217,262.57	$217,006.25	88.18%	$191,356.11	$191,356.11	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		9/4/81 V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                          523   1063     950       00 P 1                                                          [illegible]
                                         TOT       P1                                                            [illegible]345 5[illegible]
                                         TOT       N1
                                      ** JOB TOTALS **             **                      **     [illegible]41 819 55   **

CHANGE TO 523-1073        CONT NO           FA PROJ NOS SR  482001 100                                                   ATE
                              523   1069     220       01 P 1                        17. 29CR       15 615 05       80      81
                              523   1069     296       00 N 9                         5. 37CR       14. 644 2[illegible]       80      81
                              523   1069     298       00 N 9                         5  37         14  644 2[illegible]       80      81
                              523   1069     900       00 P 1                        34. 33CR                       80      81
                              523   1069     900       02 P 1                        34. 33             365. 38       80      81
                              523   1069     915       00 P 1                        17. 29              17  29       81      81
                              523   1069     915       01 P 1                                           609 48       [illegible]      81
                                         TOT       P1                                               16. 607. 20
                                      ** JOB TOTALS **             **                      **       16 607 20   **

JORDAN VALLEY-IDAHO ST L  CONT NO 9141 * FA PROJ NOS SR  482001 100
                              523   1073     201       00 P 1
                              523   1073     206       00 N 1
                              523   1073     270       03 P 1                                           [illegible]436 [illegible]
                              523   1073     296       00 N 9                                           [illegible]354 64
                              523   1073     297       00 N 9                                         [illegible]0 500 00
                              523   1073     298       00 N 9                                           [illegible]354 6[illegible]
                              523   1073     900       00 P 1                                           [illegible]350 [illegible]
                              523   1073     920       00 P 1                        [illegible]1.66CR              106 [illegible]
                              523   1073     945       00 P 1                                           [illegible] 55
                              523   1073     948       00 N 1                        26 98               26 98
                              523   1073     960       00 N 1                                            90 43
                                         TOT       P1                                61 66CR       198. 292 86
                                         TOT       N1                                26. 98             256 [illegible]
                                      ** JOB TOTALS **             **                34. 68CR**    198. 549 1[illegible]   **





TOTAL TO DATE JOB COST SUMMARY                                              NOVEMBER 1981          PAGE  [illegible]

                                                                                 FISCAL            GRAND TOTAL      [illegible]
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DATE

WILLOW CREEK BRIDGES      CONT NO 9398   FA PROJ NOS RS  500003 100
                              523   1080     900       00 P 1          32. 87             69. 18             69. 18
                              523   1080     920       00 P 1          16. 45             16 45              16 45
                              523   1080     944       00 P 1         335. 89            335. 89            335 89
                                         TOT       P1                 385. 21            421. 52            421. 52
                                      ** JOB TOTALS **                385. 21   **       421. 52   **       421 52   **

SPRR @ HOWELL PRAIRIE RD  CONT NO        * FA PROJ NOS RRS 576001 100
                              524   1025     270       01 P 1                                           2[illegible]
                              524   1025     270       02 P 1
                              TOT      P1
                           ** JOB TOTALS **                **

JORDAN VLY-IDAHO STATE L      CONT NO      * FA PROJ NOS SR  482001 100
                                 523   1989     296       00 N 9                   [illegible]        [illegible]   STATE




OTAL TO DATE JOB COST SUMMARY                                        NOVEMBER 1981           PAGE [illegible]

                                                                           FISCAL              GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE          TO DATE
                                 523   1989     298       00 N 9                            .63          1,357.24
                                 523   1989     901       00 P 1                                           337.16
                                 523   1989     905       00 P 1                                       [illegible]
                                 523   1989     910       00 P 1                                           291.83
                                 523   1989     911       00 P 1                                            57.90
                                 523   1989     920       00 P 1                                           124.05
                                 523   1989     921       00 P 1                                           695.48
                                 523   1989     922       00 P 1                                       [illegible]
                                 523   1989     923       00 P 1                                           204.69
                                                TOT       P1                                             2,106.19
                                             ** JOB TOTALS **                 **                 **      2,106.19  **

WILLOW CR BRIDGE                CONT NO     * FA PROJ NOS RS  500002 100
                                 523   1991     296       00 N 9      940.40CF     [illegible]        [illegible]
                                 523   1991     298       00 N 9      940.40       11,039.05          [illegible]
                                 523   1991     901       00 P 1      131.62        8,392.49          [illegible]
                                 523   1991     901       00 N 1                          52          [illegible]
                                 523   1991     905       00 P 1        6.00        2,247.4[illegible]  [illegible]
                                 523   1991     906       00 P 1                          34.00         [illegible]
                                 523   1991     909       00 P 1                                        [illegible]
                                 523   1991     910       00 P 1                         161.45            161.45
                                 523   1991     912       00 P 1                          11.86         [illegible]
                                 523   1991     914       00 P 1                         143.71         [illegible]51
                                 523   1991     918       00 P 1                                         6,766.92
                                 523   1991     920       00 P 1                          87.37            102.01
                                 523   1991     921       00 P 1      719.74        1,711.45           1,711.45
                                 523   1991     923       00 P 1                          78.34            131.[illegible]
                                 523   1991     926       00 P 1                         187.17         10,353.[illegible]
                                 523   1991     926       00 N 1                                            21.[illegible]
                                 523   1991     927       00 P 1                       4,441.70          8,711.70
                                 523   1991     950       00 P 1                         284.34            284.34
                                                TOT       P1          857.36       17,771.31          59,284.1[illegible]
                                                TOT       N1                               7.52             66.[illegible]
                                             ** JOB TOTALS **         857.36  **   17,778.83  **      59,350.[illegible]  **

                                                                                                                  STATE
SPRR XING@HOWELL PRAIRIE RD     CONT NO     * FA PROJ NOS RRS 576001 100
                                 524   1906     296       00 N 9                      43.[illegible]F      [illegible]F
                                 524   1906     298       00 N 9                                         [illegible]
                                 524   1906     299       00 N 9                      43.[illegible]       [illegible]
                                 524   1906     901       00 P 1                                         [illegible]
```

#9141

January 16, 1981

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 5
#9141

Gentlemen:

On January 5, 1981, we wrote to you concerning release of final payment on Contract No. 9141 awarded to Western Construction, Inc., for paving on the Jordan Valley-Idaho State Line Section of FAS B482 in Malheur County.

Final payment on this contract is $8,014.08 and the total contract amount is $188,313.65. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Western Construction, Inc.
P. O. Box 5403
Boise, ID 83705

Safeco Insurance Company of America
Safeco Plaza
Seattle, WA 98185

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9072	SE 132nd Ave.-SE 142nd Ave. Clackamas County	December 12, 1980
Ray Wells, Inc. No. 9169	Yachats (7th St.) Lincoln County	December 12, 1980
Hensel Phelps Construction Co. No. 8519	S. Banfield Intchge.(NE Halsey St. U'Xing & Banfield Freeway O'Xing.) Multnomah County	December 16, 1980
Hamilton Electric Inc. No. 9068	SE Powell Blvd. @ SE 122nd Ave. Multnomah County	December 16, 1980
Wildish Corvallis Const. Co. No. 9113	Court Way W.-Jackson St. W. (Monmouth) Polk County	December 22, 1980
Clarke Electric Co. No. 8851	S. 3rd St.@ Wilson Ave. (Bend) Deschutes County	December 24, 1980
Western Construction Co. No. 9141	Jordan Valley-Idaho State Line Malheur County	December 30, 1980
Stach Construction Co. No. 9134	Hart Lake Bridges Lake County	December 30, 1980
Douglas S. Coats, Inc. No. 9135	Greenwood St.-Alamo St.(Enterprise) Wallowa County	January 9, 1981
Cascade Const. Co., Inc. No. 8992	SE Crystal Springs Blvd.-SE Glenwood St. Multnomah County	January 13, 1981

January 14, 1981 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

FAS B482

Jordan Valley - Idaho State Line
Prefix No. S23-1073 Contract No. 9141
F.A.S. B482 (Broadhurst Lane)
Malheur County

NARRATIVE REPORT

Contractor moved onto project September 9, 1980 by moving equipment on project and placing signs. Paving began September 10, 1980 and the project was completed September 16, 1980.

$2\frac{1}{4}$" of loose Class "B" A.C. was placed as a base lift with $2\frac{1}{4}$" of loose thickness of Class "B" A.C. was placed for final wearing surface. Total compacted thickness of 4".

Asphalt concrete placed underran by 7% due to lower specific gravity of the mix. A price agreement was necessary to compensate the contractor for addition of anti-strip agent to liquid asphalt.

No major problems were encountered on the project.

Michael [illegible]
Ass't Res. Engr
for P.F. Barnett

REFERRED TO
✓
BY FINAL [illegible] ENGINEER

Statement of Overruns and Underruns

Project: Jordan Valley - Idaho State Line
Highway: B482 (Broadhurst Lane)
County: Malheur

Contract No.9141
Prefix 523-1073
F.A. No. SR-B482(1)

Item No.	Item	Unit	Original	Semi-Final	± %
		Summary			
	Bid Items		$203,090.00	$188,789.02	-7%
	Anticipated Items		$ 1,140.00	*$ 1,140.00	-0-
	Contingencies		$ 9,190.35	$ 1,078.62	-88%
	Engineering		$ 18,380.70	$ 10,000.00	-46%
	Total		$231,801.05	$201,007.64	-13%

All Substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

* Not completed yet.

Individual Overruns and Underruns

Item No. 7	Class "B" Asphalt Concrete	Ton	5,460	5,073.16	-7%

This item underrun due to lower specific gravity of mix.

P.A. No. 1	Anti-strip Addative	Ton	340	269.655	-20%

RE Jordan Valley - Idaho St. Line
Project No. SR-B482(1)
County Force Order #1

The County of Malheur

OFFICE OF
COUNTY AUDITOR

VALE, OREGON

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA OCT 31 1980 ☐
RECEIVED
REGION 5 OFFICE

Oct. 29, 1980

Roger,

Attached is a copy of the warrant issued to C/Jordan Valley in payment for the culvert used on FAS Route B482. (Baxter Crk. portion of Broadhurst Lane).

struct plate
& Hardware
[illegible]

Darlene Allen

cy Dett Jones
D.E. Swan

TO - THE TREASURER OF THE
COUNTY OF MALHEUR
STATE OF OREGON VALE, OREGON

PAYABLE OUT OF GENERAL ROAD FUND
NOT OTHERWISE APPROPRIATED
BY ORDER OF COUNTY COURT

022

24-22/1230 43

PAY

TO THE ORDER OF

CITY OF JORDAN VALLEY
Jordan Valley, OR 97910

DATE Oct. 29, 1980

AMOUNT $7,300.00

COUNTY OF MALHEUR

AUDITOR

UNITED STATES NATIONAL BANK
OF OREGON

NOT NEGOTIABLE

⑈00'022⑈ ⑆123000220⑆ 043 0001 00⑈

THE TREASURER OF THE
COUNTY OF MALHEUR
VALE, OREGON

DELUXE - FORM TWC-3 V-2

DATE	DESCRIPTION	AMOUNT
480.10	Road Materials/Refund to City of J.V. for pipe used in culvert on Baxter Crk. portion of FAS B482/ID State line section of Broadhurst Lane.	$7,300.

9141

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Jordan Valley Idaho State Line	WEEK ENDING October 25, 1980
		SECTION PREFIX 523-1073
	HIGHWAY FAS B482(Broadhurst Lane)	COUNTY Malheur
NAME OF JOB ~~Western Construction, Inc.~~	KIND OF WORK Paving	
CONTRACTOR Western Construction, Inc.	CONTRACT NUMBER 9141	FEDERAL AID PROJECT NUMBER SR-B482(1)
DATE OF CONTRACT June 24, 1980	DATE WORK STARTED September 9, 1980	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN 0 SUPERVISION 0	SPECIFIED CALENDAR DAYS 125	CALENDAR DAYS USED 69
PROJECT AUTHORIZATION: $ 231,801.05	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 55
EXCLUSIVE OF ENGINEERING: $ 213,420.35	ENGINEERING AUTHORIZATION $ 18,380.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 191,007.64	This Week 367.00 ENGINEERING COST TO DATE $ 7,762.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 84
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 11 %	PERCENT OF AUTHORIZATION 42 %	DATE PROJECT WAS COMPLETED September 16, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.83
MILES PARTIALLY COMPLETED					1.83
MILES COMPLETED					1.83
TOTAL ESTIMATED QUANTITIES (CONTRACT)					5,460 ton
TOTAL QUANTITIES CORRECTED TO DATE					5,073 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					5,073 ton
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	Fair			Project Complete
MONDAY 20	Fair			
TUESDAY 21	Fair			
WEDNESDAY 22	Fair			RECEIVED
THURSDAY 23	Overcast			OCT 2 [illegible] 1980
FRIDAY 24	Ptly Cloudy			[illegible]
SATURDAY 25				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	No activity all week, project complete.
MONDAY 20	
TUESDAY 21	
WEDNESDAY 22	
THURSDAY 23	
FRIDAY 24	
SATURDAY 25	

REMARKS

Semi-Final submitted thursday this week. This final report.

SIGNED ______ LOCATION Ontario

P.F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

In Reply Refer to
File No.:

July 18, 1980

The Hon. E. M. Seuell
Malheur County Judge
Malheur County Courthouse
Vale, Oregon 97918

Dear Judge Seuell:

Re: County Force Order No. 1
Baxter Creek Arch Pipe
Broadhurst Lane (aka Yturri Blvd.)
Jordan Valley

In discussing payment for the arch multiplate and miscellaneous hardware furnished by the City of Jordan Valley with Dett Jones, Auditor, State Highway Division, it is apparent we need documentation of the verbal agreement reached by attorneys for the City and County which you described to me on July 16. It is imperative the method of reimbursement to the City be described fully, if it is to be 94% or 100% and signed by the County and City.

It appears the best way to have handled this would have been to pay the City for the materials they furnished and then worked out the details later.

It is requested this matter be given your early attention.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/vt
cc: D. E. Swan
P. F. Burnett
Dett Jones

Form 734-3122

7141

June 2, 1980

Malheur County Court
Courthouse
Vale, Oregon 97918

CON 4

Attn: Honorable E. M. Seuell
County Judge

Gentlemen:

On May 29, 1980 a satisfactory bid was received from Western Construction Inc., P.O. Box 5403, Boise, Idaho 83705 for the Jordan Valley - Idaho State Line Section on Broadhurst Lane, FAS-8482. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$203,090.00
Permanent Pavement Striping	$ 620.00
Temporary Pavement Striping	520.00
4 1/2% Contingencies	9,190.35
9% Engineering	18,380.70
Est. Construction Cost	$231,801.05
Est. P.E. Cost	1,500.00
Est. Total Project Cost	$233,301.05

229,900

County's Share of Project Costs is:
6% of $233,301.05 = $13,998.06

By rounding the County's Advance Deposit will be $14,000.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 20, 1980.

Rec'd 6-24-80 [illegible]

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

for R. E. Swan
Operation Programming Engineer

RR:pf

bcc w/AD # 778: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 778
when check is received.

2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
SR-B482(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
00013

COUNTY NAME
Malheur

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 23 '80
REFER TO
Maehring
FOR
Info [illegible]

5/23
mg

DATE PS&E APPROVED
10/23/79

DATE AUTHORIZATION EFFECTIVE
5/7/80

FEDERAL ROUTE NUMBER
Secondary B482

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:

Jordan Valley - Idaho State Line

GENERAL DESCRIPTION OF WORK:

Advertise for bids.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated April 29, 1980 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE
5/21/80

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING COPIES OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. GOVERNMENT PRINTING OFFICE: [illegible]

~~FAS B482~~

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/30/80
Donald L Dowst

May 29, 1980 Bid Letting ____________ All Clear Deadline

SECTION Jordan Valley-Idaho State Line
Highway FAS B482
County Malheur Region 5
Type of Work G-P Funds FAS-C RRR
State ____ Consultant ____ Plans Avail. ___Yes ___No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	N/A Non-major
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☐	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

Section Jordan Valley - Idaho State Line Programming Estimate $ 245,000
Highway FAS B482 (Broadhurst Lane) Project Length 1.83 mile
County Malheur 4-29-80 Completion Time
Kind of Work Paving ~~Est.~~ Comp. Date October 31, 1980
Prefix 523-1989 Letting Date May 29, 1980 Project No. SR-B482(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 214,946.00

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	620	
Temporary Pavement Striping	520	
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ________		
Roadside Seeding & Mulching		$ 1,140.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		

Subtotal $ 216,086.00

Contingencies (4-1/2%) 9,723.87

Engineering (8, 9, 10%) 19,447.74

Subtotal $

Credit for ________ . . . .

Estimated Net Authorization, Construction . . . . $ 245,257.61

APPROVED

NOTED
D. O. Christensen

Rev 4-29-80

Road Design Engineer

Section Jordan Valley - Idaho State Line Programmi_ Estimate $

Highway FAS B482 (Broadhurst Lane) Project Length 1.83 mile

County Malheur Completion Time

Kind of Work Paving Est. Comp. Date

Prefix 523-1989 Letting Date May 29, 1980 Project No. SR-B482(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 214,946.00

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 4-29-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan Region Number 5]
District Number

ATTENTION: Roger Lang

FROM: Proj. Mngt.

COMMENTS: This is the latest estimate by spec's

Form 731-0022 (7/78) SP*70682-734

620
520

$ 11,400.00
See Rev

Subtotal $ 226,346.00

Contingencies (4-1/2%) 10,185.57

Engineering (8, 9, 10%) 20,371.14

Subtotal $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 256,902.71

APPROVED

Road Design Engineer

Section Jordan Valley - Idaho State Line
Programming Estimate $
Highway FAS B482 (Broadhurst Lane)
Project Length 1.83 mile
County Malheur
Completion Time
Kind of Work Paving
Est. Comp. Date
Prefix 523-1989
Letting Date May 29, 1980
Project No. SR-B482(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 214,946.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	620	
Temporary Pavement Striping	520	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$ 11,400.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 226,346.00
Contingencies (4-1/2%)		10,185.57
Engineering (8, 9, 10%)		20,371.14
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 256,902.71

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SU ARY--BID SCHEDULE--COST ESTIMA

Sheet 1 of 1
Date 4-23-80

ction Jordan Valley - Idaho State Line
County Malheur

nd Of Work Paving
Length 483 mi.
Name Butler

4-28-80 8

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization			All	(8%)	$15{,}900^{00}$
Temporary Protection and Direction of Traffic			All	—	$2{,}100^{00}$
Temporary Signs		Sq. Ft.	106	6^{00}	636^{00}
Temporary Barricades		Each	2	115^{00}	230^{00}
Flagmen		Hour	120	24^{00}	$2{,}880^{00}$
Pilot Car		Hour	60	35^{00}	$2{,}100^{00}$
Class "C" Asphalt Concrete		Ton	5,460	35^{00}	$191{,}100^{00}$
~~Includes 355 tons asph. conc.~~					
~~14 tons Tack~~					
Total					$214{,}946^{00}$

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Typical Section, Plan, Summary

TP&D to be included in special provisions

STATE OF

DEPARTMENT OF T

STATE HIGHW

PLANS FOR PROPO

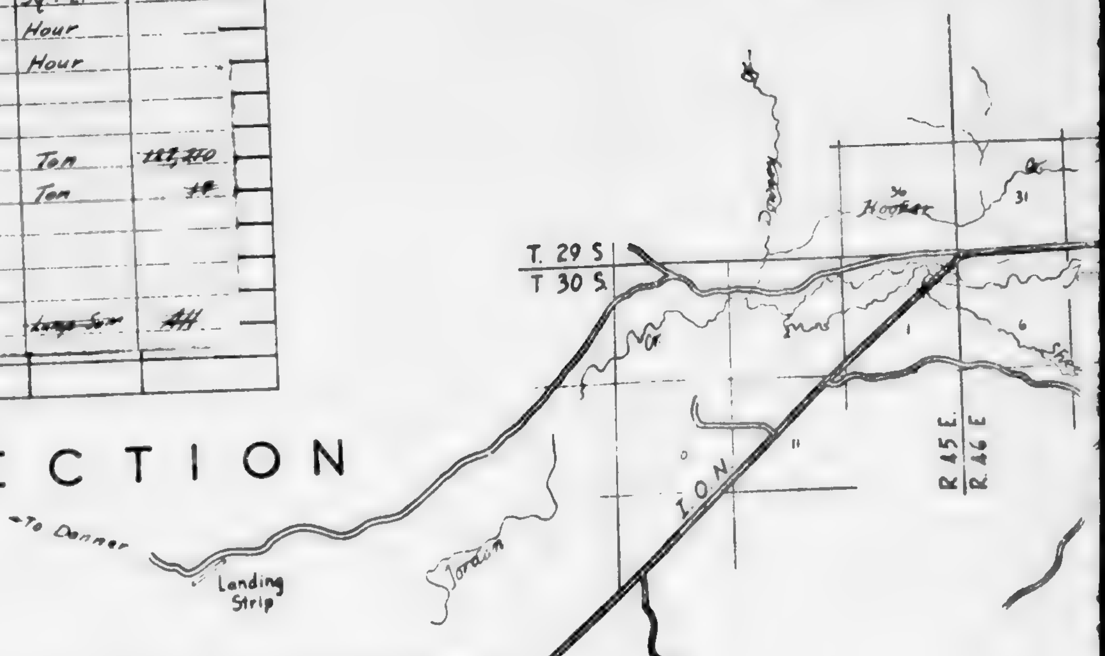
JORDAN VALLEY – IDA

FAS B482 (BROA

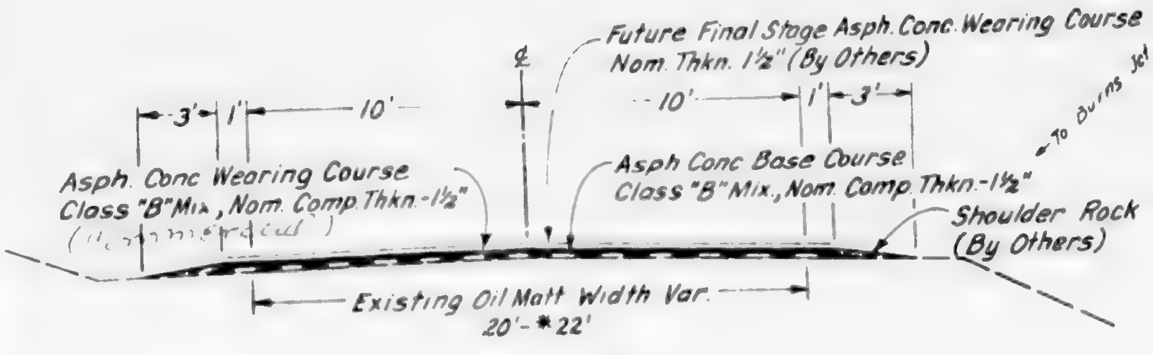
MALHEUR

SUMMARY

SEE Estimate ITEM	UNIT	QUANTITY
Mobilization	Lump Sum	All
Temp Protect. & Direct. of Traffic	Lump Sum	All
Temp. Signing	Sq. Ft.	
Flagman	Hour	
Pilot Car	Hour	
Commercial Class 'B' Asphalt Cemen	Ton	~~[illegible]~~
Asphalt in Tack Coat	Ton	~~[illegible]~~
Engineering & Contingenies	~~Lump Sum~~	~~All~~


OREGON
T. 29 S
T 30 S
Hooker
31
Danner
Cr.
1
6
11
I.O.N.
R 45 E.
R 46 E.
To Danner
Landing Strip
Jordan
To Burns Jct

TYPICAL SECTION


℄
Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. 1½" (By Others)
3'
1'
10'
10'
1'
3'
Asph. Conc Wearing Course
Class "B" Mix, Nom. Comp. Thkn. -1½"
(Commercial)
Asph Conc Base Course
Class "B" Mix., Nom. Comp. Thkn. -1½"
Shoulder Rock
(By Others)
Existing Oil Matt Width Var.
20' - * 22'

* STA. 0+00 To STA. 6+00
6+00 To 96+60

Stoude-meyer, D. Miller, Crom

Scale

JORDAN VALLEY ~ IDAHO STATE LINE SEC. FAS B482 (BROADHURST LANE) MALHEUR COUNTY				SHEET No. 1
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

F15-0

PRELIMINARY COPY
APR 15 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

ATE OF OREGON

NT OF TRANSPORTATION

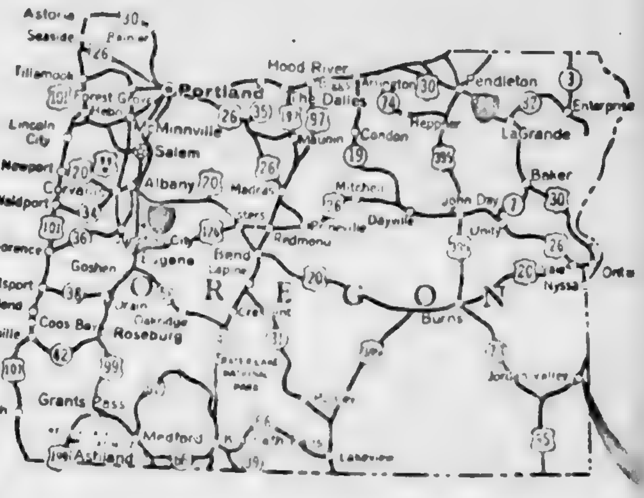
HIGHWAY DIVISION

ANS FOR PROPOSED PROJECT

Y – IDAHO STATE LINE SEC.

482 (BROADHURST LANE)

MALHEUR COUNTY


Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Arlington
Pendleton
Enterprise
LaGrande
Baker
Lincoln City
Newport
Corvallis
Waldport
Salem
Albany
McMinnville
Madras
Condon
Heppner
Mitchell
John Day
Dayville
Unity
Prineville
Redmond
Bend
Florence
Goshen
Eugene
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Burns
Ontario
Nyssa
Gold Beach
Grants Pass
Medford
Ashland
Lakeview
Jordan Valley
O R E G O N

APPROVED April 23 19 80

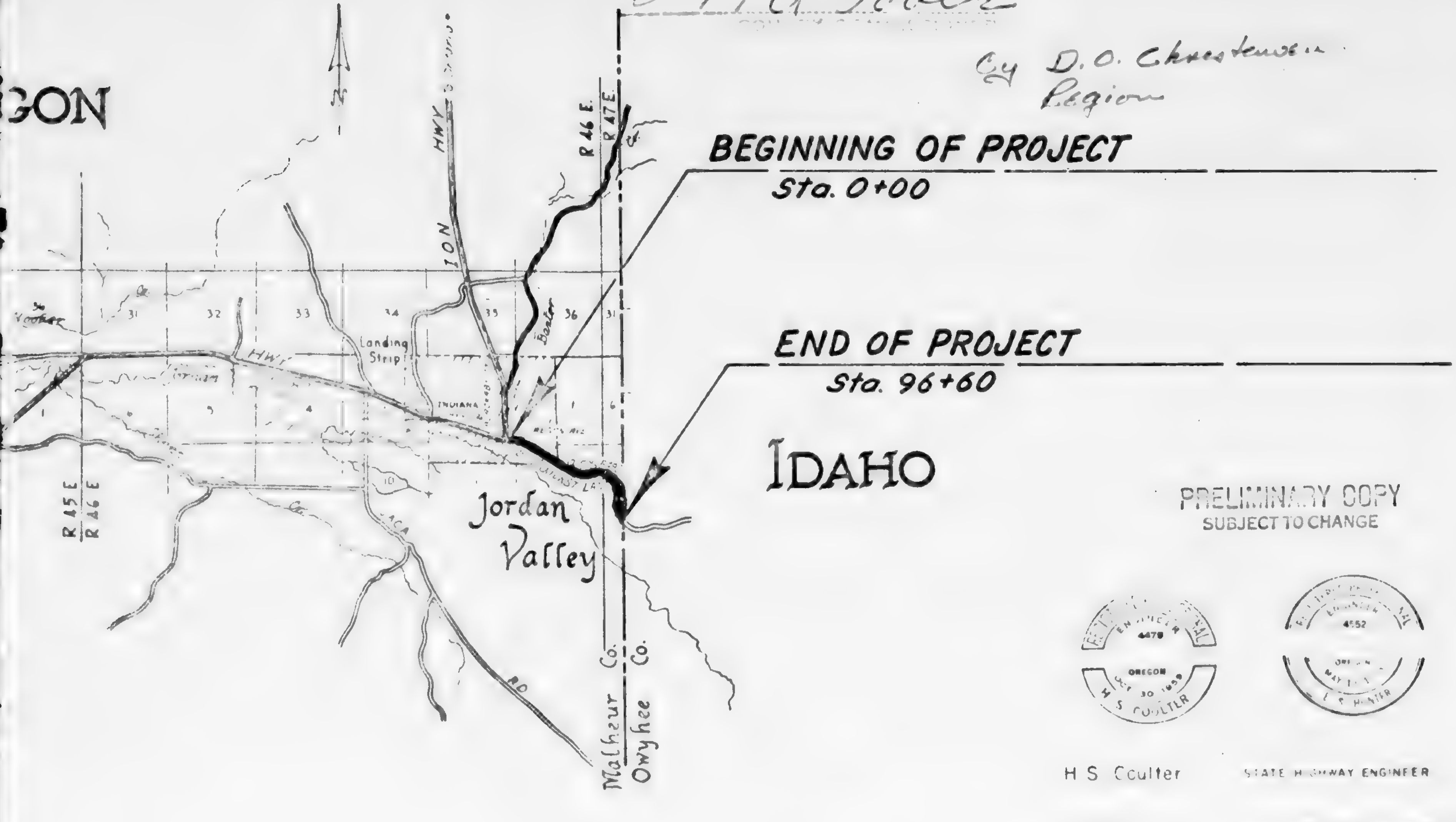
COUNTY COURT Malheur COUNTY

BY Judge E. M. Jewell

W. C. Hammack
COUNTY COMMISSIONER

N. A. Foole
COUNTY COMMISSIONER

Cy D. O. Christensen
Region


N
HWY
R 46 E
R 47 E
GON
31
32
33
34
35
36
31
HWY
Landing Strip
R 45 E
R 46 E
Jordan Valley
Malheur Co.
Owyhee Co.
IDAHO

BEGINNING OF PROJECT
Sta. 0+00

END OF PROJECT
Sta. 96+60

Sketch Map
Scale 0 1 2 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

4478 H S COULTER

4552 L S HUNTER

H S Coulter STATE HIGHWAY ENGINEER

L S Hunter ASSISTANT STATE HIGHWAY ENG

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER DAT

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ...La Grande, Oregon 97850 ... ...Telephone 963-3177

April 18, 1980

The Hon. E. M. Seuell
Malheur County Court
251 B Street W.
Vale, Oregon 97918

Dear Judge Seuell:

Re: Jordan Valley - Idaho State Line Sec.
FAS B482, Broadhurst Ln.

Enclosed are two copies of the preliminary plans and a copy of the preliminary cost estimate for the above subject project.

Please examine the plans carefully and, if found to be acceptable, present them to the Court for approval.

You will note the typical section provides for the project you requested on August 28, 1979.

I believe the project estimate may be on the high side; however, you have sufficient funds to cover the project in your FAS account. Our present schedule calls for bids on May 29, 1980.

I will be in Vale next Wednesday to answer any questions you may have.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/dt
Enclosures

cc: D. E. Swan w/enclosures
D. O. Christensen w/enclosures
P. F. Burnett w/enclosures

Form 81-734 3123

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

cy E.M. Sewell
D.E. Swan ✓
D.C. Christensen
A.F. Burnett

TABULATION SHEET

SHEET .... OF .... SHEETS

PRELIM. ESTIMATE OF COST

4-18-80
R.C. Lang

JORDAN VALLEY - IDAHO ST. LINE

	Unit	Quan.	Est. Cost	
Mobilization.	Lump Sum	All		$11,600
Temp. Prot. & Dir. of Traffic	Lump Sum	All		2892
Temp. Signing	SQ. Ft.	125	7.00	875
Flagman	HR.	160	24.00	3840
Pilot Car	HR.	80	35.00	2800
Class "B" Commercial A.C.	Ton	4240	32.00	135,680
Asphalt in Tack Coat	Ton	4	350	1400
				$159,087
Engineering & Contingencies	20%			31,820
				$190,907

(Estimated County share $11,450)

FAS Funds Avail. $219,500 ÷ 88% = $249,430

Note: If the right contractor gets this job mobilization should be much lower. Also, Engineering & Contingencies will be at 13½% but our Engineering should not be very much because of the nature of work.

Form FHWA 121 (6/79)

1141

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project RS-B 482(1)
Jordan Valley - Idaho State Line

Date: April 14, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRO-OR/4/5

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We have reviewed Mr. Lang's memorandum of April 9, 1980 and agree that it will be unnecessary to excavate and rebase the shoulder area to accommodate the proposed additional 1 foot of paving as the proposed work will not change the lateral traffic pattern within the roadway section.

A copy of Mr. Lang's memorandum is attached for your information.

G. L. Green

Attachment
cy Lang ltr (4-9-80)

cc:
OSHD (D. Swan, Fed-aid Section)
OSHD (D. Christensen)

STATE OF OR   **INTER CE MEMO**

4-14-80

TO: MEMO TO FILES   **DATE:** April 9, 1980

Roger C. Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Base Design
Jordan Valley-Idaho State Line
FAS B 482

On August 28, 1979 Malheur County submitted a project request for a pavement overlay, utilizing the 3 R concept, from Jordan Valley to the Idaho State Line. The proposed typical section from Station 0+00 to 6+00 is 2 - 11 foot travel lanes, with 4 foot shoulders; taper section from 6+00 to 7+00, from 7+00 to 96+63 2 - 10 foot travel lanes with 1 foot of 4 foot shoulder being paved, which is in basic compliance with the Geometric Design Standards for Highways Other Than Freeways.

Recent discussions with Clarence Gregg, Surface Design Engineer and Don Stoudenmeyer, Supervising Design Engineer have indicated the 1 foot of shoulder paving from Station 7+00 to 96+63 would have to be considered as new construction which would require excavation of the existing shoulder and basing with 14 inches of suitable aggregate base material.

I have discussed the base design requirements with Judge Seuell and he cannot economically justify the excavation and basing just to pave 1 foot of the shoulder. Judge Seuell pointed out the purpose in paving the additional foot was to move the edge of pavement away from the edge of the travel lane to prevent edge break-up; that the existing shoulder should have 5 inches of base rock (the same as under the oil mat); that the 0-11 oil mat has been in place since 1965 with relatively little maintenance, and does request a variance from the base design in order to keep the project within reasonable costs.

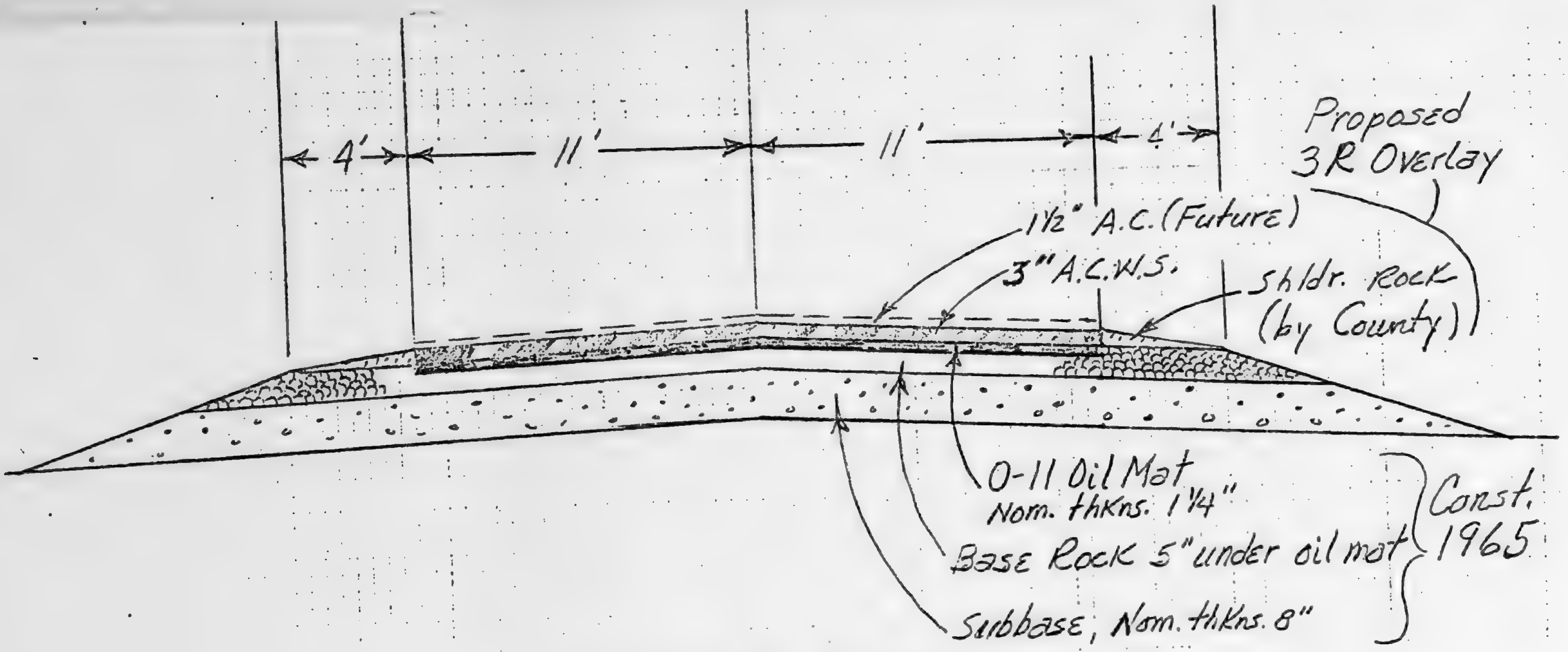
I have discussed the entire situation with W. E. Schwartz, Region Engineer and Dave Carter, FHWA Area Engineer who also question the economics of conforming with the base design in order to pave 1 foot of the shoulder. Both agree that if we were to excavate vertically 14 inches at the edge of the oil mat, we would still encounter compaction problems and could very well encounter pavement failure along the 10 foot line.

It is recommended that a variance from the Base Design be granted in conformance with the County's request. Also, to insure that traffic will not move over on the 1 foot of paved shoulder, 10 foot shoulder stripes will be established from Station 7+00 to 96+63. The only alternative available to the County would be to overlay the existing oil mat, 2 - 10 foot lanes, if the variance is not granted.

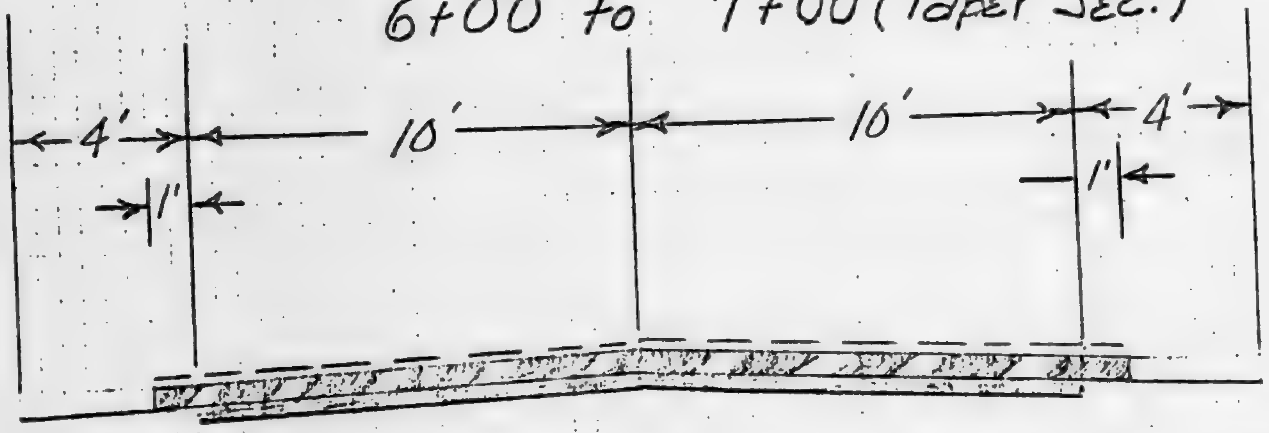
RCL/vt
Enc.

cc: Judge Seuell	D. E. Swan	D. O. Christensen
Dave Carter, FHWA	Clarence Gregg	P. F. Burnett

11-125-1307


4'
11'
11'
4'
Proposed
3R Overlay
1½" A.C. (Future)
3" A.C.W.S.
Shldr. Rock
(by County)
0-11 Oil Mat
Nom. thkns. 1¼"
Base Rock 5" under oil mat
Subbase, Nom. thkns. 8"
Const.
1965

0+00 to 6+00
6+00 to 7+00 (Taper Sec.)



(For details not shown, see section above)

7+00 to 96+63.53

Jordan Valley - Idaho State Line

FAS B 482

Note: Malheur County
requests approval
of this typical
section —
Alternative would be to
overlay 20' oil mat from
7+00 to 96+63.53

4-8-80 RC Lang

FAS B482

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Memo To File

DATE: April 11, 1980

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

SUBJECT: Jordan Valley-Idaho State Line
FAS B482
Malheur County

It is proposed to place 3 inches of Class "B" asphalt over the existing oil mat surface of the subject 2 mile project. The typical section is basically 2-10 foot travel lanes and 4 foot shoulders, one foot of which will be paved. The ADT is 430 plus truck traffic to the DeLamar Silver Mine.

The 6 year program estimate is $190,000. To maintain the project within this financial limitation and allow some asphalt quantities for patching, we are eliminating the asphalt approaches and delineators and reducing flagging hours from 500 to approximately 200. This has been discussed with Roger Lang.

DOC/db

cc: W. E. Schwartz
Don Stoudenmeyer
Roger Lang

RECEIVED
ROAD DESIGN SECTION

Anderson
Sullivan

```
MAL RIVER(ARPORT RD)BR SECT   CONT NO      * FA PROJ NOS RS-B495002 100               2,732.54CR      11,817.54CR
                                523   1975     296       00 N 9                                           5[illegible].00
                                523   1975     297       00 N 9                       2,732.54        11,3[illegible]2.04
                                523   1975     298       00 N 9                                        3,4[illegible].[illegible]2
                                523   1975     901       00 P 1                                        2,[illegible]
                                523   1975     905       00 P 1                                        2,[illegible]2.79
                                523   1975     906       00 P 1                                          2[illegible]7.00
                                523   1975     910       00 P 1                                          [illegible]2.42
                                523   1975     914       00 P 1                                        1,2[illegible]1.54
                                523   1975     918       00 P 1                         13.40            1[illegible]3.10
                                523   1975     920       00 P 1                                        1,1[illegible]
                                523   1975     921       00 P 1                                           61.[illegible]5
                                523   1975     922       00 P 1                                        2,0[illegible]1.05
                                523   1975     926       00 P 1                         13.40         13,1[illegible]7.73
                                               TOT       P1                  **         13.40  **     13,177.73  **
                                            ** JOB TOTALS **

                                                                                                                STATE
JORDAN VLY-IDAHO STATE L      CONT NO        FA PROJ NOS SR  482001 100                55.46CR         55.46CR
                                523   1989     296       00 N 9                        55.46            55.46
                                523   1989     298       00 N 9            25.54       25.54            25.54
                                523   1989     905       00 P 1            75.48      111.10           111.10
                                523   1989     910       00 P 1                         [illegible]      [illegible]
                                523   1989     911       00 P 1                         14.07            14.07
                                523   1989     920       00 P 1                         63.65            63.85
                                523   1989     923       00 P 1            33.31       273.16           273.16
                                               TOT       P1               139.33
                                            ** JOB TOTALS **              139.33  **   273.16  **      273.16  **

                                                                                                                STATE
PUDDING RIV BR NUSOM RD       CONT NO      * FA PROJ NOS RS  5[illegible]5001 100            165.89CR     19,041.89CR
                                524   1903     296       00 N 9
```

3-80

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                                                                                MARCH 1980      PAGE  637
TOTAL TO DATE JOB COST SUMMARY
                                                                                  FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX       FUNCTION   GR   CURRENT MONTH   YEAR TO DATE     TO DATE
                                   524   1903      298      00 N 9                  165.89       19,[illegible]
                                   524   1903      901      00 P 1                                6,[illegible]
                                   524   1903      901      00 N 1                                  [illegible]
                                   524   1903      905      00 P 1                                2,[illegible]
                                   524   1903      906      00 P 1                                6,[illegible]
                                   524   1903      909      00 P 1                                  111.13
                                   524   1903      910      00 P 1                                  [illegible]
                                   524   1903      914      00 P 1                                  1[illegible]7.[illegible]3
                                   524   1903      916      00 P 1                                   12.[illegible]3
                                   524   1903      918      00 P 1                                1,501.[illegible]5
                                   524   1903      920      00 P 1                                   71.[illegible]7
                                   524   1903      921      00 P 1                                1,1[illegible].65
                                   524   1903      923      00 P 1                                  [illegible]
                                   524   1903      924      00 P 1                                   61.[illegible]
                                   524   1903      926      00 P 1                                2,5[illegible]3.93
                                   524   1903      930      00 P 1                                  [illegible]
```

A

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 523

Prefix 523-1989

Attention: Right-of-Way Section

Subject: Federal Aid Project No.
Project Name Jordan Valley – Idaho State Line
Broadhurst Lane

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon, this 5 day of March, 1980

County of Malheur

County Judge/Chairman

W C Hammack
Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 3/12/80

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

FAS B 482

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

February 21, 1980

FILE:

FROM: Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

TO: D. O. Christensen
Road Design

SALEM

SUBJECT: Jordan Valley-Idaho State Line
Broadhurst Lane, FAS B 482
Malheur County

Enclosed are Special Provisions for Plant Mix Bituminous Pavements for Idaho FLH project 11-1(4) and F 3111(29) on U.S. Route 95. Paving will be done in the coming season.

It is hoped we can develop a pavement design conforming to these specifications for Broadhurst Lane. If this is possible, we should be able to realize lower cost per ton as these people are set up about 30 miles north of Jordan Valley. Also, it is felt we can specify a steel wheel roller, 10 ton minimum weight, rolling to continue to the satisfaction of the Engineer.

Please check this out and see what you can do.

3 Versteeg ✓
1 Anderson DR
2 Sullivan

RECEIVED
[illegible]
ROAD DESIGN
SECTION

DM

RCL/vt
Enc.
cc: P. F. Burnett

Copies sent to
Jim [illegible]
C. Gregg
J. Sullivan
for comments.

Dennis Miller

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
February 13, 1980

FILE:

FROM: Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Jordan Valley-Idaho State Line Sec.
Broadhurst Lane, FAS-C B-482
Malheur County

TO: MEMO TO FILES

During the past few days it has been noted the Reconnaissance Narrative for the above subject project failed to clearly identify that a design exception would be required for this project.

The apparent conflict would be from Station 0+00 to 7+00 where the indicated ADT is at 660. Total available top width in this section is 30 feet while Table 7 of the Geometric Design Guide for Local Roads and Streets, Part 1, identifies the need for a total top width of 32 feet.

During the development stage of the project request, this conflict was discussed with Dave Carter, Area Engineer, FHWA, who tentatively agreed to the proposed typical section as the project is a pavement overlay utilizing the 3-R concept.

P. F. Burnett, Resident Engineer, is in the process of obtaining paving aggregate and paving mix specifications for an FHWA administered project on Marsing Grade, U.S. Route 95 in Idaho. It is hoped we will be able to utilize materials from this project in order to hold down the cost. These specifications will be forwarded in the near future.

RCL/vt
cc: D. E. Swan
F. E. Terpin
D. O. Christensen
Bob Ewen
P. F. Burnett

⑤

Jordan Valley - Idaho State Line
Broadhurst Lane
Malheur County
Prefix 523-1989

Location Narrative

This Project will involve an asphaltic concrete overlay of Broadhurst Lane, a rural road beginning in the town of Jordan Valley, and proceeding East to the Idaho State Line. Basically the necessary width for this overlay and the aggregate shoulders is now in place. Aggregate shoulder material can be used to obtain additional widths on new shoulders where needed. Several road approaches will have to be paved in the city limits.

It is difficult to predict the source of aggregate materials for this Project. There are two qualified aggregate sources near Jordan Valley which could be used. One is source no. 23-66-5 which is located approximately 1 mile north. The other is a small commercially operated source 7 miles east of town. Another alternate is that the paving could come from a Project on the I.O.N. Highway in Idaho which will be paved this coming fall. This Project is about 30 miles from Jordan Valley.

The pipe on Baxter Cr. has been extended. No other pipe extensions will be required.

We would recommend that the specifications for the shoulder aggregate be the same as that for the Black Canyon - Harper Jct. project. We have set up the payment for the Class "B" A. C. mixture to include the cost of the liquid asphalt in order to simplify our record keeping and testing.

We discussed the typical section shown with Dave Carter of the FHWA and obtained tentative approval.

Jordan Valley - Idaho State Line (Broadhurst Lane)

M. Gardner Jan 80 W. Jacobsen Jan 80

Item	Unit	Unit Price	Quantity	Cost
Mobilization	Lump Sum	11,500.00	All	11,500.00
Temp. Prot. & Dir. of Traffic	Lump Sum	5,600.00	All	5,600.00
Temporary Signs	Sq Ft	7.00	125	875.00
Flagmen	Hour	22.00	500	11,000.00
Pilot Car	Hour	35.00	120	4,200.00
Aggregate Shoulders	Ton	13.00	500	6,500.00
Class "B" A.C. Mixture (commercial mix)	Ton	30.00	3,800	114,000.00
Asphalt in Tack Coat	Ton	250.00	4	1,000.00
Extra for Asphalt Appr.	Each	200.00	10	2,000.00
Delineators	Each	22.00	50	1,100.00
				$157,775
Contingencies & Engineering		+20%	31,555	$189,330.00

November 15, 1979

AGR 4-2

Malheur County Court
Courthouse
Vale, OR 97918

Attention: Robert L. Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improvement to the Jordan Valley-Idaho State Line Section of Broadhurst Lane in Malheur County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

PLA 4-1

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 16, 1979

FROM: for Robert H Prange
D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed 3R Project
Malheur County
$150,000

Malheur County has requested a 3R paving and culvert replacement project on the Jordan Valley - Idaho State Line Section on Broadhurst Lane, FAS B482. The roadway is to have 2-11' AC Travel Lanes, and 3 foot gravel shoulders. Shoulders are to be County responsibility. County wishes to replace the culvert at Baxter Creek this fall, by force account, with their own forces. There will be no additional Right-of-way. Engineering by State.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Malheur Co.	Jordan Valley-Idaho State Line Section, Broadhurst Lane, FAS-B482	$150,000	$132,000	$9,000	$9,000

The region and this office have investigated this proposed project, confirming its validity and financing under the RRR program. I recommend your approval and request you authorize this project under delegated authority.

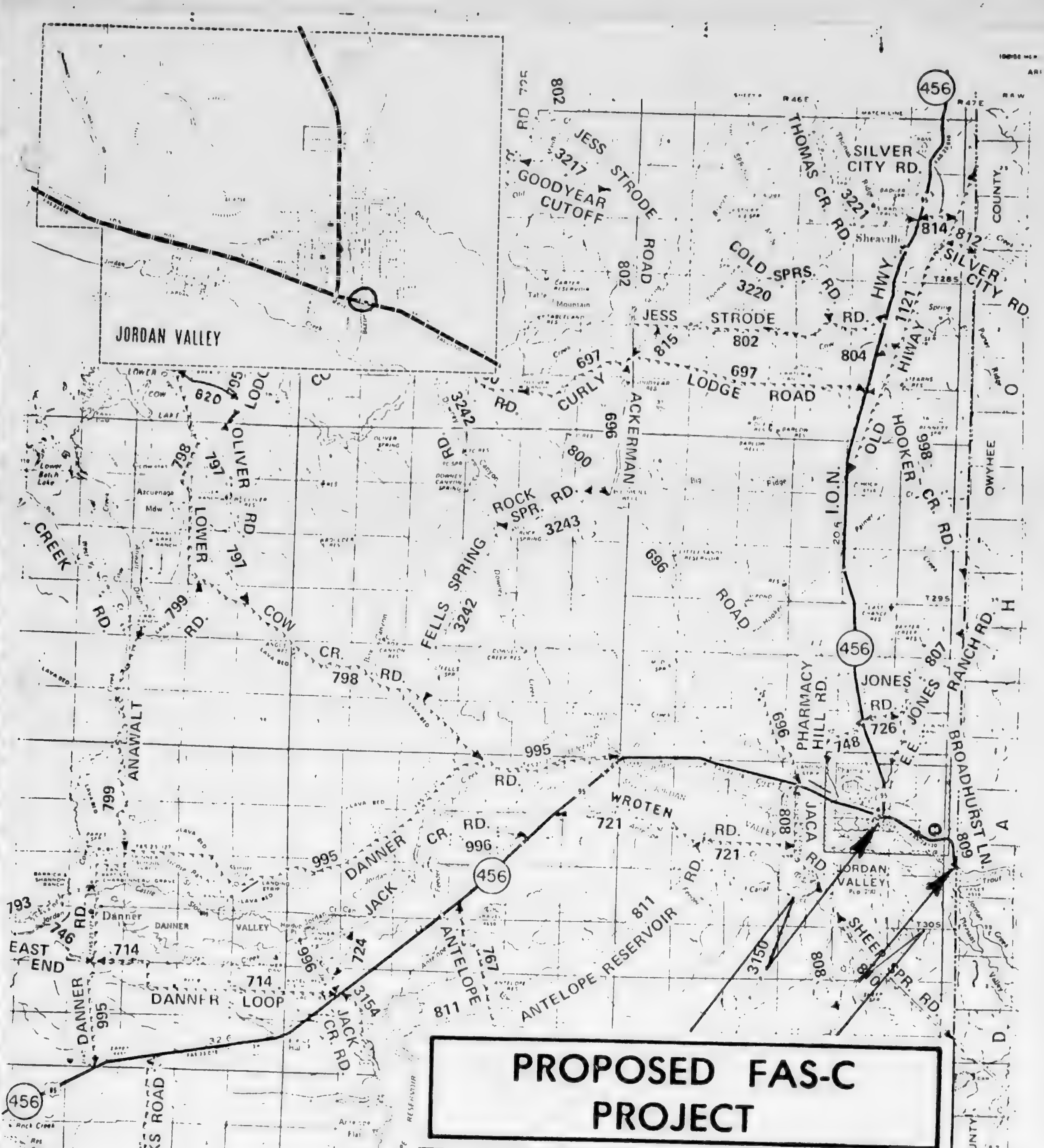
APPROVED BY:

H. S. Coulter
State Highway Engineer

Date [illegible]

HR:pf
Attachment

Contains Recycled Materials
81-125-1387



JORDAN VALLEY
456
SILVER CITY RD.
THOMAS CR. RD. 3221
JESS STRODE ROAD 802
GOODYEAR CUTOFF 3217
COLD SPRS. RD. 3220
JESS STRODE RD. 802
815
CURLY 697 LODGE ROAD 697
HWY. 1121
804
OLD HIWAY
I.O.N.
814
812
SILVER CITY RD.
COUNTY
OWYHEE
HOOKER CR. RD. 998
ACKERMAN 699
ROCK SPR. RD. 3243
800
3242
FELLS SPRING 3242
OLIVER RD. 797
LOWER COW CR. RD. 798
620
LODGE
798
797
CREEK RD.
799 RD.
ANAWALT 799
696 ROAD
PHARMACY HILL RD. 699
JONES RD. 726
E.E. JONES 807
RANCH RD.
748
995 RD.
WROTEN RD. 721
721
808 JACA RD.
JORDAN VALLEY
BROADHURST LN. 809
DANNER CR. RD. 996
995
JACK CR. RD. 3154
724
966
ANTELOPE 767
811
ANTELOPE RESERVOIR 811
3150
SHEEP SPR. RD. 810
808
793
746
EAST END
714
DANNER RD. 995
DANNER LOOP 714
Danner
DANNER VALLEY
ROCK CR. RD.
THREE FORKS ROAD
PLACE RD.
806
COUNTY
T29S
T30S
T31S
R46E
R47E
A
D
H
O

PROPOSED FAS-C PROJECT

L.

PORT OF ACTION UNDER DELEGATED THORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAS-C PROJECTS					
Jordan Valley-Idaho State Line Section, Broadhurst Lane, FAS-B482 Malheur County	$ 150,000	$132,000	$ 9,000	$ 9,000	10-16-79
FAU PROJECTS					
Kings Hwy.-Jasper Street, Stewart Avenue, FAU 2420 Medford	255,200	224,580	15,310	15,310	10-22-79
Arterial Street Overlay Program Portland	82,000	72,160	4,920	4,920	10-23-79
UPRR Crossing-LaGrande/Baker Highway, Pocahontas Road, FAU 4950 Baker	64,300	52,730	5,785	5,785	10-23-79
Oak Street-Williamson Way, Hersey Street, FAU 3920 Ashland	440,000	387,200	26,400	26,400	10-24-79
Airport Road-Vaughn Lane, South Main Road, FAU 5425 Lebanon	1,629,000	452,700	49,650	49,650	10-26-79
Newmark Avenue-Ocean Blvd. Wallace Street, FAU 2741 Coos Bay	127,000	111,760	7,620	7,620	10-29-79
FAIX PROJECTS					
Salem Parkway and Corollary Projects Salem	1,304,000	1,108,400	None	195,600	11-6-79

November 7, 1979 H S Coulter

H. S. Coulter
State Highway Engineer

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

October 29, 1979

The Hon. E. M. Seuell
Malheur County Court
251 B Street West
Vale, Oregon 97918

Dear Judge Seuell:

Re: Jordan Valley-Idaho State Line Section
FAS R482

Confirming our conversation of October 23, 1979, Malheur County is hereby authorized to perform work identified on County Force Order No. 1 concerning the installation of an arch type culvert at Baxter Creek.

The Federal Highway Administration approved the project on October 24, 1979. A copy of the approved force order will be forwarded when it is received.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL:vt
cc: D. E. Swan
P. F. Burnett

6

Form 734-3123

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

COUNTY FORCE ORDER #1

APPLYING TO ~~CONTRACT PROJECTS~~

Contract No.

Order No. 2

Section Jordan Valley _ Idaho State Line

Date October 23, 1979

Highway Broadhurst Lane

F.A.P. No. FAS-B482 SR-B482(1)

County Malheur

Prefix 523-1069 Account No. 900-02

Description of Work To Be Done:

Engineering for monitoring cost for the installation of a structural plate pipe for Baxter Creek.

Location by Station Numbers:

4 + 89

Estimate of Quantities and Costs:

$1,000.00

Effective date of authorization for work 10-23-79

Explanation: Engineering costs for monitoring the installation of the structural plate pipe at Baxter Creek by Force Account by County Forces.

INSTRUCTIONS Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs. Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.	Project authorization . . . . $ Present estimate of project cost, including $ for work under this order $ Expected under-run over-run (amount) . . . . . . $ Expected under-run over-run (per cent)	Space to right of this line is for use of Salem Office

Submitted ~~By~~: For: P.F. Burnett
Resident Engineer

Approval Recommended: W. E. Schwartz
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved: O. B. Jackmand For
Construction Engineer

10-23-79

SP*79602-734

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SR-B482(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 00013

COUNTY NAME Malheur

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED 10-23-79

DATE AUTHORIZATION EFFECTIVE 10-23-79

FEDERAL ROUTE NUMBER Secondary B482

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Jordan Valley-Idaho State Line

GENERAL DESCRIPTION OF WORK:

Preliminary engineering and install structure plate arch pipe by County Forces.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $9,400 with Federal participation limited to $8,826
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AGREED UNIT~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 22, 1979, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 para. 10e. I concur that it is in the public interest for the County and State to perform the work as stated.

Also, as requested, you are authorized to proceed with the necessary work estimated to be $15,281 - Federal Funds $13,470.

PS&E documents, as represented by CFO #1 & SFO #1, have been reviewed together with attachments and are hereby approved.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

DATE 10-23-79

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-7

U. S. DEPARTMENT OF TRANSPORTA[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1[illegible] 79

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. SR-B482(1)
	ITEM NO. 00013	STATE PROJECT NO. See below
		COUNTY NAME Malheur
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED 10-23-79	DATE AUTHORIZATION EFFECTIVE 10-23-79	FEDERAL ROUTE NUMBER Secondary B482
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Jordan Valley-Idaho State Line

GENERAL DESCRIPTION OF WORK:

Pavement Overlay

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS As requested in Mr. Swan's letter of October 22, 1979, preliminary engineering charges for work necessary to prepare plans for this project are eligible even though PS&E approval has been granted for a portion of work performed by County and State Forces.

Also, as requested in Mr. Swan's October 22, 1979 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $150,318 - Federal Funds $132,506 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 10-23-79	SIGNATURE OF APPROVING OFFICIAL G. K.	TITLE for Division Administrator

FORM PR-1240 (REV. 3-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 22, 1979

In Reply Refer to
File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 00013
Project No. SR-B482(1)
Jordan Valley-Idaho State Line Section
Malheur County

Enclosed is data consisting of PR-1 forms, sketch maps and Order for Force Work by County Forces.

I hereby request the following:

1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

2) Authorization to proceed with preliminary engineering all phases at an estimated total cost of $9,400 with an obligation of $8,286 in federal funds.

3) Approval for the use of County Forces to replace an inadequate culvert at Sta. 4+89 with a structural plate arch pipe on concrete footings based on the following:

   a) The county is adequately staffed and equipped to perform the work in an expeditious manner.

   b) Present culvert restrictions result in flooding of residential property during heavy rainfall periods and spring runoffs, therefore the culvert installation should be accomplished as soon as possible.

   c) The work involved is too small at this isolated location and the time limit too short to attract competitive bids.

Form 734-3122

The design for this culvert has been checked by our Hydraulics Unit and found to be adequate for present and future anticipated runoffs. We have investigated the proposal and concluded it would be in the Public Interest to allow the county to perform force account work on this portion of the project.

4) Authorization to proceed with work by County Forces as reflected in the enclosed copies of Order for Force Work Performed by County Forces at an estimated total cost of $14,281.26 and an additional $1,000 for State monitoring costs for a total of $15,281.26 with an obligation of $13,470.00 in federal funds.

5) Authorization for the balance of construction at an estimated total cost of $150,318.74 with an obligation of $132,506.00 in federal funds.

6) Concurrence that preliminary engineering charges necessary for the pavement overlay are eligible even though PS&E approval has been granted for the culvert installation.

CL:dmc
Enc.
cc: W. E. Schwartz, Reg. 5
H. Reynoldson

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL - AID PROGRAM DATA** *(PPM 21-1)*
DATE SUBMITTED TO W. O.	October 22, 1979	

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 68		PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
CARD 2		Co. Rd., Jordan Valley, S.E. 1.83 mi.	**ADT**	DHV 70 660	---	---	10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
CARD 3	P.E., Culvert & Pavement Overlay								SR -	B 48

CARD	CLASS OF FEDERAL FUNDS Secondary System RRR	COUNTY NAME Malheur			
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. S	FEDERAL-AID B482 (32)	STATE Co. Rd. (36)	(37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Jordan Valley-Idaho State Line Section"	1.83	9,400	8,286	557	557 (Co.
5					**ROW**							
5					**CONST** (CODE) 6201 Y007			1.83	165,600	145,976	9,812	9,812 (Co

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	1.83	175,000	154,262	10,369	10,369 (Co
1	14	PROGRAM APPROVAL DATES 10-4-79			(16) (23)	(24) (33)	REMARKS	

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 22, 1979

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., Jordan Valley, S.E. 1.83 mi.		DHV 70 660	---	---	10	Oregon	41	079	00013

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER (S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
ement Overlay								SR -	B 482	(1)		

PROJECT NUMBER — I. Projects Only

RR

COUNTY NAME: Malheur — CODE: 045

ROUTE NO.: S — FEDERAL-AID: B482 — STATE: Co. Rd. — U.S.:

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Jordan Valley-Idaho State Line Section"	1.83	9,400	8,286	557	557 (Co.)	ROW-60' minimum; Access Control-None; Parking Restrictions None
OW								
ONST ODE) 5201 7007			1.83	165,600	145,976	9,812	9,812 (Co.)	
CL		PROJECT TOTALS	1.83	175,000	154,262	10,369	10,369 (Co.)	

ESTIMATED PROJECT COST BY PHASES

ROVAL DATES 10-4-79

REMARKS

over

USCOMM DUSCOMM-DC 48903-P61

Jordan Valley-Idaho State Line Section
Project No. SR-B482(1)

Existing Facility: 20-ft. oil surface roadway with 4-ft. gravel shoulders.

Adjacent Sections:
W. End--Jct. with FAP 87
E. End--Idaho State Line

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases.
2a) Installation of a structural plate arch pipe on concrete footings by County forces.
2b) Construct high type pavement overlay on existing facility by contract.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Jordan Valley Airstrip is located 1 mile northwest of the westerly end of the project.

FHPM 4-1-4 Requirements: Exempt from A-95 review.

FHPM 7-7-2 Requirements: Nonmajor action under provisions of paragraph 10e.

FHPM 7-7-5 Requirements:
a) Public Hearings - Not required under Oregon Action Plan.
b) Location/Design - Not a factor in the development of this project.

Data for PR-37:		
	Type Code 6201	$150,300
	Type Code Y007	15,300

Note: 1) This project is in Congressional District No. 2.
2) Included in FY 80 Annual Program in Table of Projected Federal Fund Obligations and Balances for Fiscal 1980 Program.

Form [illegible]

BEN GIFFORD

(JVIC 01)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Jordan Valley-Idaho State Line

Highway Broadhurst Lane, FAS-C B-482

County Malheur

Date September 21, 1979

Authorization No. 1

Survey Prefix 523-1989 (Assigned by Salem office)

Description of termini, route, length, etc.:

From intersection of ION Highway in Jordan Valley to the Idaho State Line, a distance of 1.83 miles.

Purpose of survey:

Monitor work performed by County Forces on installation of 15' x 4'7½" structure Plate Culvert on concrete footings.

Prepare plans, specifications and estimate of cost for pavement overlay utilizing as const plans of contract 6528.

SR-B 482(1)
10-23-79

Estimate of Costs:

Resident Engineer	(901)	$ 500	Recon. & Hydrology	(918)	750
Final Design	(905)	1,000	Project Management	(920)	50
Bridge Design	(906)	300	Specifications	(921)	1,000
Preliminary Design	(907)	500	Adm. Serv(Eng)	(922)	200
Soils & Geology	(910)	1,000	Environmental	(923)	100

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Total estimated cost of survey	$5,400
Previous authorization	0
Additional authorization requested	0
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Region Federal Aid Engineer

~~Field~~ Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
September 21, 1979

R.C. Lang ph

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Proposed Project
Jordan Valley-Idaho State Line
Broadhurst Lane, FAS-C B-482

TO: D. E. Swan
Operations Programming Engineer

SALEM

Enclosed is project request and County Force Order No. 1 received from Malheur County concerning the above described project.

The county is requesting development of plans for a three-inch asphaltic concrete overlay over the project length and shelving the project until a contractor is in the area so that project costs may be held down. Also, the county is asking for approval of County Force Order No. 1 for installation of a structure plate culvert, 15' x 4'7½", at Baxter Creek to eliminate flooding conditions which seem to occur about twice a year. The enclosed reconnaisance narrative explains the history and need of the project.

A survey authority is enclosed showing anticipated costs. Only limited field work will be required for this project.

It is requested the County Force Order be given priority attention because of the short time frame remaining to install the culvert this fall. Region 5 Engineer, W. E. Schwartz recognized the importance of the Force Order request and has recommended approval. The concept of this work has been discussed with Dave Carter, FHWA Area Engineer and tentative approval given.

The project falls under the three-R concept and should be covered by the existing statewide assessment.

Your prompt attention to this request will be appreciated by Judge Seuell and Mayor Krupp.

RCL:ph
Enc.
CC: Judge Seuell
Mayor Krupp
Dave Carter, FHWA
P. F. Burnett

PROJECT MANAGEMENT BRANCH
ASHE STE
PLE RE PRE
SEP 2[illegible] 1979
REFERRED TO
FOR
FILE: PM FA LG.

FEDERAL AID PROJECT REQUEST

Date 8/28/79

Applicant Agency Malheur County

Request for: Off-System ____, FAS-C X , FAUS ____ Project ____

Federal Aid Route No. B482 Route Name ____

Project Name Jordan Valley-Idaho State Line

Project Length 1.83 miles Project Location (Attach sketch map)

Project Description Pavement overlay utilizing 3-R Concept

Average Daily Traffic MP 0.02/660-MP 1.83/250 Design Speed ____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20'-22' Travel Lanes 2 Shoulders 2-4'

Medians none Parking ____

Sidewalks none

Remarks Existing base and oil mat is showing stress and failure from traffic.

2. Desired Roadway Cross Section: (Attach sketch)

Width 22 Travel Lanes 2-10 Shoulders ____

Medians N/A Parking N/A

Curbed No Length Curb Radii N/A

Sidewalk/Bikeway No

Remarks Sidewalk & Bikepath considered, unable to reach favorable cost/benefit ratio.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 120'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N/A

2. **Proposed Signalization:**

Location N/A
Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? Adequate signing existing

4. **Permanent Striping:**

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

N/A

2. **Proposed Illumination:**

Location N/A
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location 4 + 89 (Baxter Creek)
Type CMP
Approach Roadway Width N/A Shoulder Width 4'
Length Width
To remain in place? No

2. **Proposed Structure:**

Location 4 + 89 (Baxter Creek)
Approximate Size: Length 47' 4" Width 15' x 4'7½"
Structure plate
HS - 20 loading

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks Arch structure plate to be set on concrete footings as per drawings submitted by JUB Engr's. It is imperative this structure be replaced soon as possible in order to eliminate further flooding.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad ____

Existing Crossing Protection ____

2. Will existing railroad crossing be altered? ____

Remarks ____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	E. M. Seuell County Judge Office
2.	Environmental	E. M. Seuell County Judge Office
3.	Public Hearing	E. M. Seuell County Judge Office

Remarks ____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes X No_________

If "yes," describe briefly: Will furnish and place required shoulder aggregate. Install 15' x 4'7½" x 47'4" arch structure plate culvert.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ -
Right-of-way costs (if participating)	- N/A
Traffic control	-
Illumination	- N/A
Structures	14,281.26
Railroad	- N/A
Other__________	-
Preliminary engineering	5,500.00
PROJECT TOTAL	$ 19,781.26

Remarks Request plans and specifications be developed, shelve project until state has additional contracts in the area to keep construction costs within reason. **

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or Malheur COUNTY

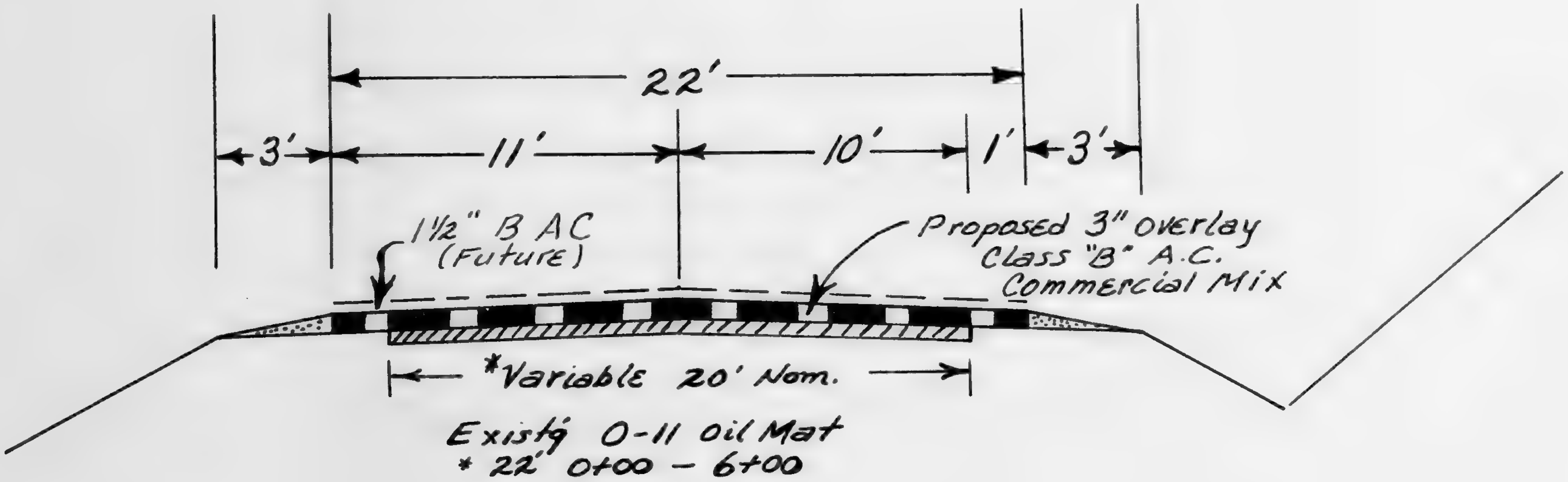
By__________ By__________

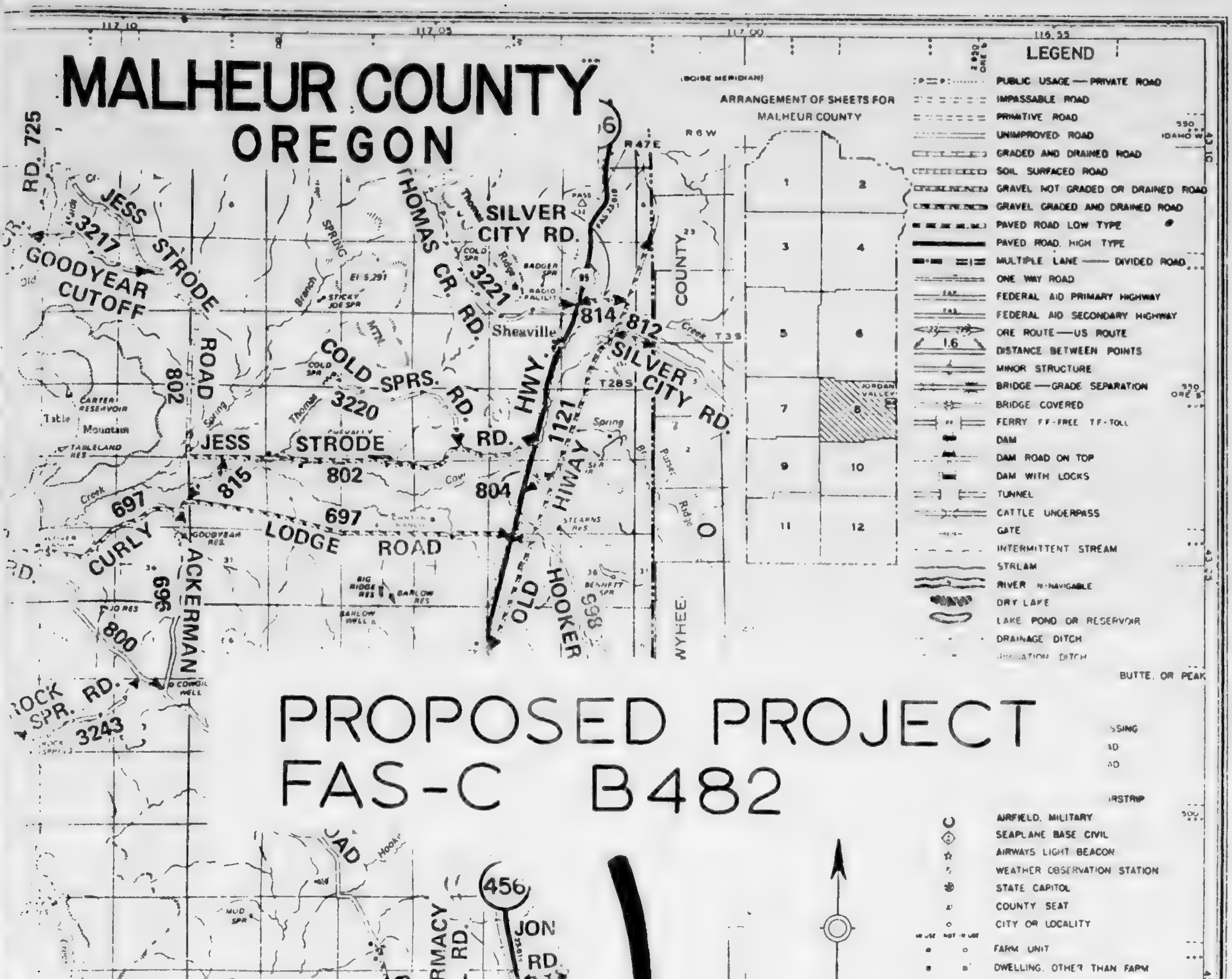
By__________ By__________

By__________

**County is requesting installation of arch type pipe under force order as the only contractor in Jordan Valley has indicated he does not wish to perform the work. Imperative this culvert be installed soon as possible to avoid further flooding caused by this inadequate culvert.

TYPICAL SECTION
JORDAN VALLEY -IDAHO ST. LINE
FAS B 482

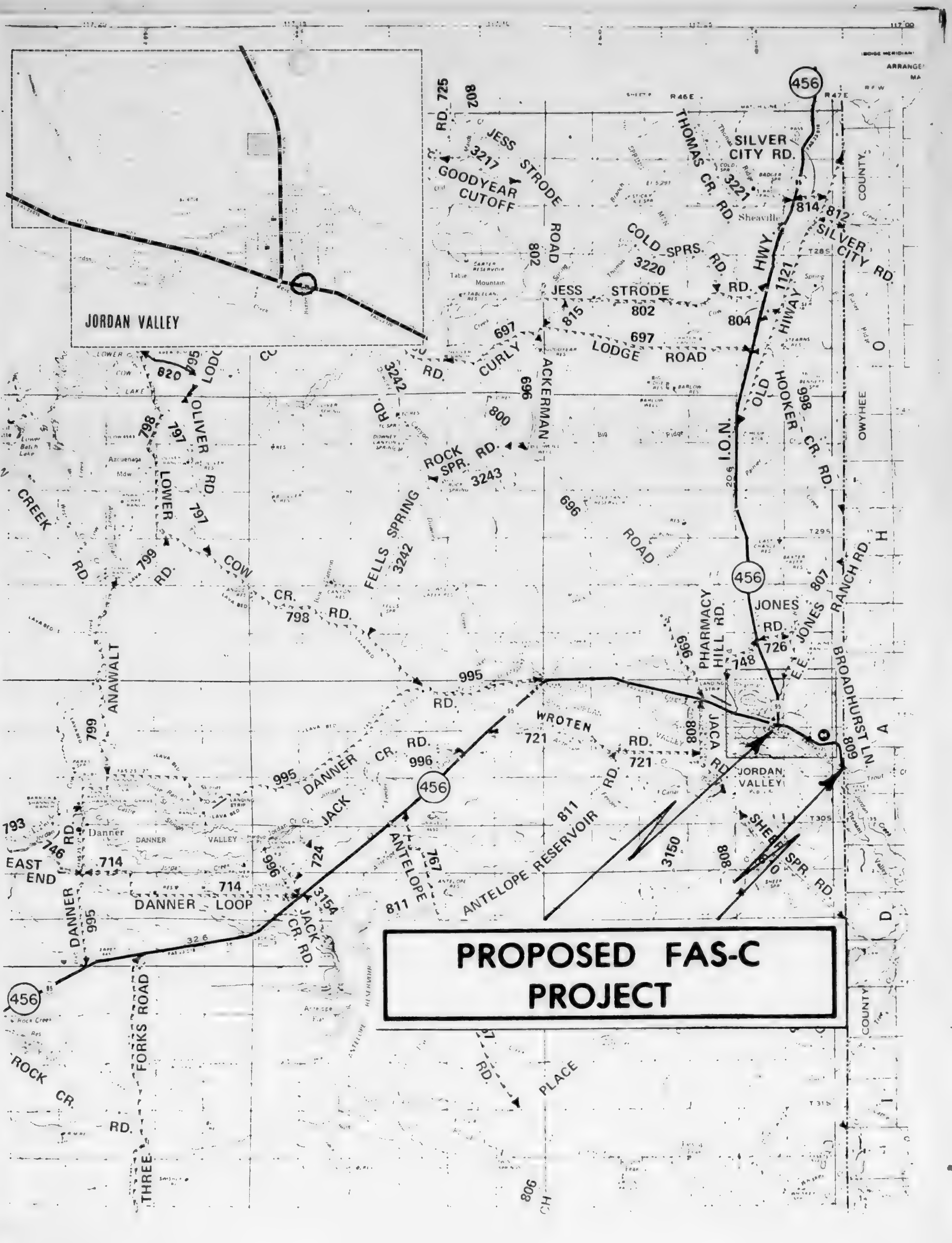

22'
3'
11'
10'
1'
3'
1½" B AC (Future)
Proposed 3" overlay Class "B" A.C. Commercial Mix
*Variable 20' Nom.
Existg O-11 Oil Mat
* 22' 0+00 - 6+00



MALHEUR COUNTY
OREGON

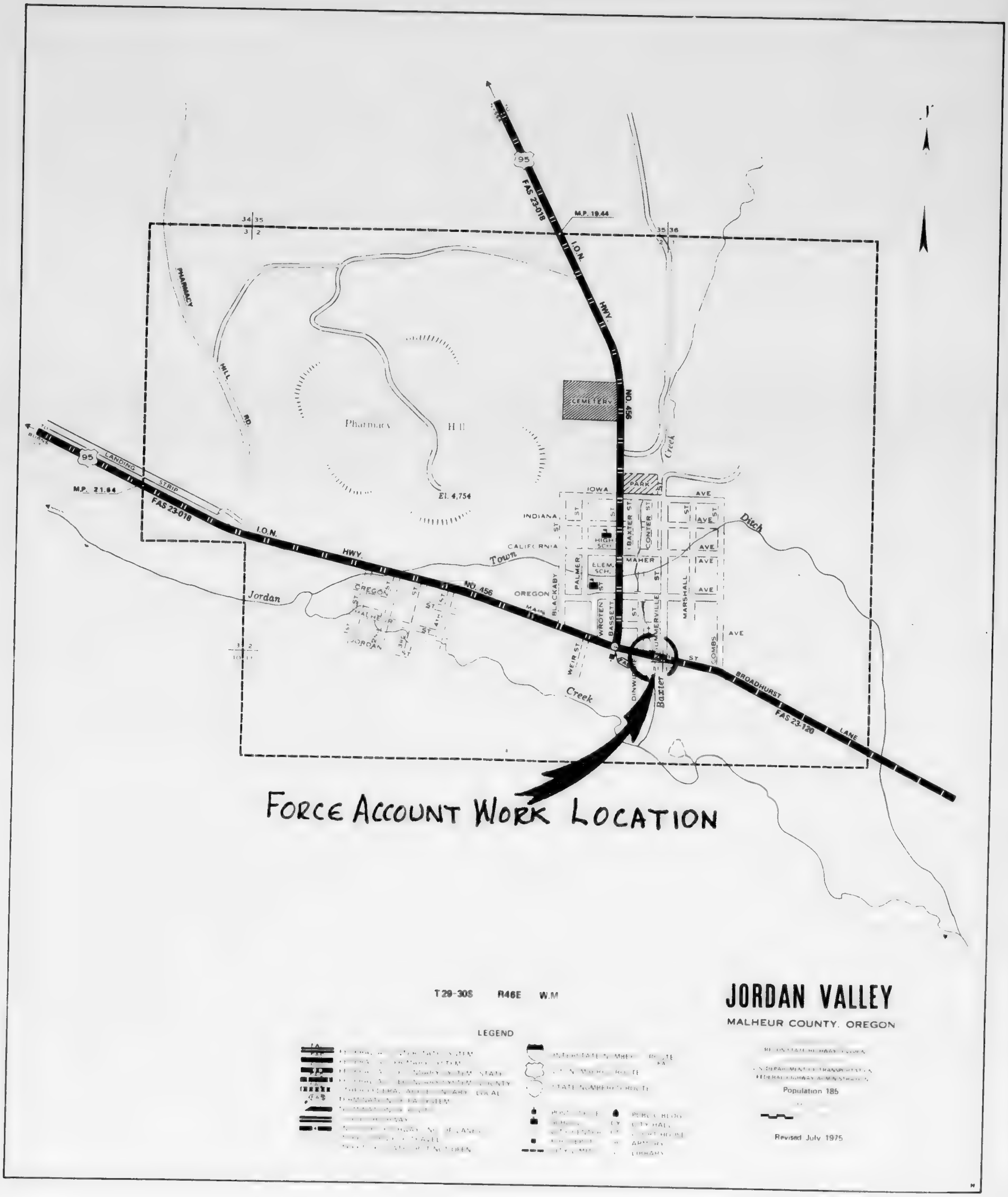
PROPOSED PROJECT
FAS-C B482

(BOISE MERIDIAN)
ARRANGEMENT OF SHEETS FOR MALHEUR COUNTY
LEGEND
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE —— DIVIDED ROAD
ONE WAY ROAD
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
ORE ROUTE — US ROUTE
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE — GRADE SEPARATION
BRIDGE COVERED
FERRY FF-FREE TF-TOLL
DAM
DAM ROAD ON TOP
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER N-NAVIGABLE
DRY LAKE
LAKE POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
BUTTE, OR PEAK
AIRFIELD, MILITARY
SEAPLANE BASE CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION WITH CALL LETTERS
POST OFFICE OR (*) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT - HEATING PLANT - PUMP HOUSE
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK — OIL TANK — GAS TANK
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT — QUARRY
MINE
CAMP AREA OR LODGE
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION
KEY TO COUNTIES
RD. 725
JESS STRODE ROAD
3217
GOODYEAR CUTOFF
THOMAS CR. RD.
3221
SILVER CITY RD.
Sheaville
814
812
COUNTY
802
COLD SPRS. RD.
3220
HWY.
1121
OLD HIWAY
JESS STRODE
815
804
697
CURLY LODGE ROAD
ACKERMAN
699
800
OLD HOOKER
ROCK SPR. RD.
3243
456
JON RD.
PHARMACY HILL RD.
748
726
699
995
95
WROTEN RD.
721
JACA RD.
JORDAN VALLEY
811
ANTELOPE RESERVOIR RD.
3150
808
SHEEP SPR. RD.
810
806 ROAD
JACA
808 RD.
767 RD.



PROPOSED FAS-C PROJECT

JORDAN VALLEY
456
SILVER CITY RD. 3221
THOMAS CR. RD.
JESS STRODE ROAD 802
RD. 725
808
GOODYEAR CUTOFF 3217
COLD SPRS. RD. 3220
JESS STRODE RD. 802
HWY. 814 812
SILVER CITY RD.
CURLY RD. 697
LODGE ROAD 697
ACKERMAN 699
815
804
1121
OLD HINAY
HOOKER CR. RD. 998
I.O.N. 206
COUNTY
OWYHEE
820
LODGE
OLIVER RD. 797
LOWER 797
798
RD. 3242
800
ROCK SPR. RD. 3243
FELLS SPRING 3242
696 ROAD
CREEK RD.
COW CR. RD. 798
799 RD.
ANAWALT 799
995 RD.
PHARMACY HILL RD. 748
JONES RD. 726
E.E. JONES
RANCH RD. 807
BROADHURST LN. 809
WROTEN RD. 721
721
JACA RD. 808
DANNER CR. RD. 996
995
JACK CR. RD. 3154
724
996
ANTELOPE 767
ANTELOPE RESERVOIR RD. 811
3150
SHEEP SPR. RD. 810
808
JORDAN VALLEY
793
746
EAST END
714
DANNER LOOP 714
DANNER 995
Danner
DANNER VALLEY
326
THREE FORKS ROAD
ROCK CR. RD.
PLACE RD.
806
IDAHO



95
FAS 23-018
M.P. 19.44
I.O.N.
HWY
NO. 456
34 35
3 2
35 36
PHARMACY
HILL
RD
CEMETERY
Pharmacy
Hill
El. 4,754
Creek
PARK
IOWA
AVE
INDIANA
CALIFORNIA
BAXTER ST
CONTER ST
HIGH SCH.
ELEM. SCH.
MAHER
PALMER
BLACKABY
OREGON
MAIN
WROTEN
BASSETT
SUMMERVILLE
MARSHALL
COMBS
WEIR ST
Ditch
Town
Jordan
Creek
Baxter
BROADHURST
FAS 23-120
LANE
M.P. 21.64
LANDING STRIP
FAS 23-018
I.O.N.
HWY.
NO. 456
OREGON
JORDAN

FORCE ACCOUNT WORK LOCATION

T29-30S R46E W.M

LEGEND

JORDAN VALLEY

MALHEUR COUNTY, OREGON

Population 185

Revised July 1975

Reconnaissance Narrative
Jordan Valley - Idaho State Line
FAS B 482

PROJECT DESCRIPTION

Project begins at the ION Highway in Jordan Valley and continues southeasterly to the Idaho State Line. Project request calls for 3" Class "B" Asphaltic Concrete overlay, 22 feet in width, installation of 15' x 4'7 1/2" bottomless arch pipe under Force Order at Station 4+89. Shoulder aggregate will be furnished and placed by the County.

PROJECT HISTORY

The existing alignment was constructed in 1965, under Contract No. 6528, utilizing 8" sub-base, 3" base course aggregate, 2" top course aggregate, with an 0-11 oil mat wearing surface. Drainage was also improved under this contract.

Since the reopening of mining operations at De Lamar, Idaho, and timber sales in Owyhee County the roadway has been subjected to increased traffic and heavier than anticipated vehicle weights.

In early 1978 Judge Roy Hirai, now deceased, requested Clarence Gregg to examine the roadway and recommend corrective action necessary to upgrade the wearing surface to a serviceable condition. Joe Fields surveyed the roadway section and dug several test holes to evaluate the wearing surface and base. Considerable moisture content was encountered from Stations 5+00 to 10+00, Stations 25+00 to 42+00 and it was noted the wearing surface was deteriorating.

From this survey, it was determined a 3" overlay would be required immediately with a future course of 1½". It was also recommended that within any surface failure areas 14" of base rock should be placed to insure proper roadway strength.

During the project review on 8-15-79, accompanied by George Swisher, Road District Supervisor, very little surface distortion was apparent, small potholes had been patched with pre-mix. George indicated a reluctance to rebase any areas because only minor pot holes had appeared this spring. All drainage ditches and culverts were inspected and found in good working order with the exception of the culvert at Station 4+89. This culvert apparently has not operated correctly since the extensions were placed on it in 1965. Each spring and during heavy rain fall conditions the water flow is greater than the pipe inlet capacity which results in saturation of the roadway base and subgrade and floods the adjacent trailer court and homes. The inability of the culvert to carry the water flow (in my opinion) is due to the unique configuration of the extensions installed in 1965. The sloped end was accomplished at right angles to the rise of the pipe (59 inches) rather than the span (81 inches) which results in considerable inlet restriction. I am at a loss to explain how this escaped detection during our normal project inspection and final inspection by FHWA. Force Order is being submitted for installation of bottomless arch pipe because no contractors are in the area, the relative small amount of money involved and the necessity of replacing the culvert at the earliest possible date.

JUB Engineers, Caldwell, Idaho, performed basic hydraulics study, as no historical data was available and City could not afford complete study, and established size of arch pipe at 15' span, 4' 7½" rise, 1 gauge thickness supported on concrete footings, with 2' of cover, resulting in HS-20 load rating. The arch size was selected on a "rule of thumb" basis, based on verbal description of flood conditions by the residents, which will provide more flow than 2 round 72" pipes.

I understand HUD is in the process of establishing flood plain data in the area but it is not known when the data will be available.

In order to verify the rationale in selection of the 15' by 4' 7½" arch, a stream profile and cross section data have been obtained for analysis by our Hydraulics Unit. It is noted the identified high water elevation is within 0.2 feet of going over the roadway.

The County is requesting approval of Force Order No. 1 to install this culvert this fall in order to correct this glaring drainage problem.

RECOMMENDATION

It is recommended the installation of the arch pipe at Station 4+89 be recognized as a part of the overall project and installation be allowed under Force Order status with reimbursement at the participating rate. Both the City and County wish to have the arch pipe installed as soon as possible to eliminate further flooding caused by the pipe restriction. Region Engineer W. E. Schwartz recommends approval of this Force Order.

Also, it is recommended the State develop plans as soon as possible for a 3" overlay, Class "B" A.C., commercial mix, 22' wide with 1½" future course to conform with FHWA requirements and shelve the project until we have other work in the area in order to hold down the project cost.

It is noted FHWA is working on the Marsing Grade Section, in Idaho, and it may be possible to obtain a good price from the contractor on that project. If the contractor on the Marsing Grade Section is used, it is suggested FHWA administer the overlay contract. Also, it is noted we have a pending project on the ION from Jordan Creek to Crooked Creek for some future date.

As no right of way is involved, the project is covered by Statewide Assessment. The A-95 process does not apply in this case.

RCL:vt

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

ORDER NO. 1

F. A. Project No. ______ Date August 28, 1979

Street County Road 809 - FAS Route B482 SR-B482(1)

County Malheur Prefix 523-1069 Account No. 220-01

Description of work to be done:

Install structure plate arch pipe (47'4" x 15' x 4'7½") on concrete footings designed for HS-20 loading.

Location: Sta. to Sta. [illegible]

4+89 (Baxter Creek)

[illegible]

Effective date of authorization for work 10-23-79

Labor	$3,975.56
Equipment	265.70
Materials	10,040.00
Total	$14,281.26

Installation of the culvert is a part of the overall project request calling for pavement overlay. Replacement of the culvert is needed soon as possible. The existing culvert restricts peak flows during spring runoff and heavy rain fall periods.

County is responding to the wishes of the citizens of Jordan Valley. It is felt the installation cannot wait for contracting because of personal property damage involved each time Baxter Creek floods.

The only contractor in Jordan Valley, Eddy Cinde, has indicated that he does not wish to perform this work.

Malheur County

(Form NR-2b)

List County Crew		**No. Hours**	**Rate**	**Total**
Foreman		--168	$6.49	$1,090.32
Truck Drivers	(2)	2@ -- 20	5.21	208.40
Laborers	(3)	3@ --148	4.61	2,046.84

Fringe Benefits	Motel (3 men)	9 days @ $25.00	$225.00
	Per diem	9 days @ 45.00	405.00
			$3,975.56

List County Equipment	**Size**	**No. Hours**	**Rate**	**Total**
Trucks	5 yd.	14	$3.10	$43.40
Grader, etc.	Cat 12E	12.5	12.50	156.25
Backhoe	JD 310	18.5	3.57	66.05
				$265.70

***List Equipment to be Rented (Outside Equipment)**	**Size**	**No. Hours**	**Rate**	**Total**
Trucks				
Grader				
Cat				

*Include copy of agreement with equipment owner. Is operator included?

List Material	**Quantity**	**Unit Price**	**Total**
Multi-plate Culvert 47'4"			$7,300.00
Reinforcement	3,500#	.40	1,400.00
Concrete, 6 sack commerical mix	22 c.y.		1,100.00
Forms			240.00
Fill			$10,040.00

1980 NW Nye St.-OR Coast Hwy. 9142
& Corvallis-Newport Hwy. & Corvallis-
Newport Hwy. (Gr., pav. & sig.)

1980 NW Nye St.-OR Coast Hwy. 9142
& Corvallis-Newport Hwy. & Corvallis-
Newport Hwy. (Gr., pav. & sig.)

C&A 7159 11-7-79
C&A 7172 11-7-79

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE: 12/6/83
PURCHASE ORDER NUMBER:
☐ PARTIAL ☒ FINAL
PRIOR REQUEST NUMBER:
BILLING REQUEST NUMBER: CA 2302

BILL TO:

City of Newport
510 S.W. Alder Street
Newport, Oregon 97365

CODE

CREDIT DISTRIBUTION

324.02	$794.36

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

Final settlement on M-6890(1), N.W. Nye St.-Oregon Coast Highway, N.W. 11th St., Agreement 7172

DESCRIPTION	TOTAL
Total Project Cost	$103,437.31
Less: Federal Funds	(91,078.28)
Less: State Share of Project	(6,139.67)
Less: Advance Deposit	(6,225.00)
REFUND DUE	$ 5.64

If you have questions on this invoice, please contact Gary Zehner 378-6011 or Diane Galida 378-5035

NEWPORT 002676

Advance Deposit Amount	$ 6,225.00
Advance Deposit Previously Transferred to Highway Fund	$ 5,425.00
Balance	$ 800.00
Transfer to Highway Fund	$ 794.36
Refund Due	$ 5.64

REFUND ~~AMOUNT~~ DUE $ 5.64

SUBMITTED BY
Diane Galida

APPROVED BY

734-1191 (9-81)

2/7=

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11/2/83

CITY: NEWPORT AGREEMENT NO: 7172 PROJECT NO: M-6890(1)

CONTRACT NO: 9142 SECTION: NW Nye St.-Ore. Coast Hwy., NW 11th St.

PRELIMINARY ENGINEERING (Prefix No. 321-1995):

Project Manager	$ 1,710.51
Final Design	1,253.55
Soils & Geology	1,572.95
Signing	1,035.48
Utility Liaison	142.14
Program Section	198.21
Specifications	898.73
Administrative Services	19.56
Environmental Section	40.11
TOTAL P.E. COST	$ 6,871.24

CONSTRUCTION (Prefix No. 321-1009):

Payment to Contractor	$ 84,361.11
Interest on Final Payment	79.69
SFO #1 Pavement Striping	558.63
Construction Engineering	10,805.73
Signing	107.63
Program Section	119.40
Salem Lab	116.20
Portland Lab	1.87
Technical Services	127.57
Construction Section	139.39
Training	148.85
TOTAL CONST. COST	$ 96,566.07

COMPUTATION OF CITY SHARE:

Total P.E. Cost	$ 6,871.24
Total Const. Cost	96,566.07
TOTAL COST	$103,437.31
Less Non-Participating Interest Cost	(79.69)
SUBTOTAL	$103,357.62
Less Federal Funds	91,078.28
BALANCE	$ 12,279.34

State Share: 50% of $12,279.34 = $6,139.67

City Share: (50% of $12,279.34) + $79.69 =	$6,219.36
City Advance Deposit 6-23-80	6,225.00
REFUND DUE CITY	$ 5.64

GEZ:pf

321-1009
11-1995

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 11/9/79
TO 4/21/83

FEDERAL AID PROJECT NO.
M-6890(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 6,871.24	$ 6,871.24	88.15%	$ 6,057.00	$ 6,057.00	$ 0.00
96,566.07	96,450.69	88.15%	85,021.28	85,021.28	0.00
$103,437.31	$103,321.93	88.15%	$ 91,078.28	$ 91,078.28	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
6/17/83

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.W. Nye St.-Oregon Coast Hwy. Newport City Street Lincoln County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$ 6,871.24	
	Construction					
	Type Code 6201					
	Roadway (Sta. 0+40 to Sta. 6+50)					
	Final Contract Payment Summary	Lump	Sum		35,482.05	
SFO	#1 Permanent Pavement Striping	All	Required		558.63	
	Total Participating Type Code 6201				$ 36,040.68	
	Type Code Y031					
	Traffic Signal					
	Final Contract Payment Summary	Lump	Sum		48,879.06	
	Construction Engineering					
	State	All	Required		11,530.95	
	Type Code 6201 $4,889.12					
	Type Code Y031 6,641.83					
	Total				$103,321.93	
	Nonparticipating Project Cost					
	Interest on Final Payments	All	Required		79.69	
	Construction Engineering (State)	All	Required		35.69	
	Total Nonparticipating Project Cost				$ 115.38	
	Total Project Cost				$103,437.31	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/23/83.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        JUNE 1983          PAGE  865
                                                                                   FISCAL          GRAND TOTAL
      DESCRIPTION                      PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                  321   1961      299      00 N 9                                    432.86
                                             ** JOB TOTALS **              **              **                **

                                                                                                            STATE
                               CONT NO        FA PROJ NOS
                                  321   1962      296      00 N 9                                    289.07CR
                                  321   1962      299      00 N 9                                    289.07
                                             ** JOB TOTALS **              **              **                **

                                                                                                            STATE
 COAST DR-PORT DR DEPOE BAY    CONT NO      * FA PROJ NOS SOS 2101001 100
                                  321   1988      295      00 N 9                     796.13        1,456.13
                                  321   1988      296      00 N 9                     796.13CR     10,232.85CR
                                  321   1988      298      00 N 9                                   8,776.72
                                  321   1988      901      00 P 1                                     238.87
                                  321   1988      904      00 P 1                                   6,000.00
                                  321   1988      905      00 P 1                                     935.79
                                  321   1988      910      00 P 1                                   1,723.18
                                  321   1988      911      00 P 1                                      76.62
                                  321   1988      914      00 P 1                                     121.80
                                  321   1988      920      00 P 1                                      63.50
                                  321   1988      921      00 P 1                                   1,031.20
                                  321   1988      922      00 P 1                                      41.29
                                                  TOT         P1                                   10,232.85
                                             ** JOB TOTALS **              **              **      10,232.85 **

                                                                                                            STATE
 SPTC XING@BUTLR BR RD-TOLEDO  CONT NO      * FA PROJ NOS RRS A525001 100
                                  321   1991      905      00 N 1                                      41.10
                                  321   1991      914      00 N 1                                      62.46
                                                  TOT         N1                                      103.56
                                             ** JOB TOTALS **              **              **         103.56 **

                                                                                                            STATE
 NW NYE ST (NEWPORT)           CONT NO      * FA PROJ NOS M    6890001 100
                                  321   1995      296      00 N 9 Tr. St.                       6,121.63CR
                                  321   1995      298      00 N 9 " Fed                         6,121.63
                                  321   1995      901      00 P 1 Res Engr.                     1,710.51
                                  321   1995      905      00 P 1 Fin Des                       1,253.55
                                  321   1995      910      00 P 1 Soils & Geol.                 1,572.95
                                  321   1995      911      00 P 1 Signing                       1,035.48
                                  321   1995      914      00 P 1 Ut. Liais                       142.14
                                  321   1995      920      00 P 1 Proj Sect.  73.32CR     73.32CR     198.21
                                  321   1995      921      00 P 1 Specs.                          898.73
                                  321   1995      922      00 P 1 Adm Ser                          19.56
                                  321   1995      923      00 P 1 Env Sec                          40.11
                                                  TOT         P1            73.32CR     73.32CR   6,871.24
                                             ** JOB TOTALS **               73.32CR**   73.32CR** 6,871.24 **
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                                                                                                          157.14      82    82
                              321   1007    950     00 N 1                                              64,075.69
                                            TOT        P1                                                2,961.18
                                            TOT        N1                                               67,036.87  **
                                         ** JOB TOTALS **                    **                   **

                                                                                                              STATE
NW NYE ST-ORE COAST HWY     CONT NO 9142 * FA PROJ NOS M   6885001  38 M   6890001  62               58,044.33   80    83
                              321   1009    201     00 P 1    7,050.00CR     7,050.00CR               84,361.11   80    82
                              321   1009    201     00 P 2 ✓ Pay cont.                                            81    83
                              321   1009    203     00 P 1    7,050.00       7,050.00                     48.85   82    82
                              321   1009    206     00 N 1 ✓                                              79.69   82    82
                              321   1009    206     00 N 2  Int.                                         133.87   81    82
                              321   1009    270     01 P 1                                               558.63   81    82
                              321   1009    270     01 P 2 ✓ SFO #1                                     5,425.00   82    82
                              321   1009    295     00 N 9                                          148,017.66CR  80    83
                              321   1009    296     00 N 9                   9,413.55CR             142,592.66   80    83
                              321   1009    298     00 N 9                   9,413.55                 6,739.46   80    83
                              321   1009    900     00 P 1                   1,074.35                10,696.72   80    83
                              321   1009    900     00 P 2 ✓ Const. Engr.    1,736.00                    21.85   80    83
                              321   1009    900     00 N 1                   1,064.00CR                  35.69   80    83
                              321   1009    900     00 N 2 ✓                 1,736.00CR                  65.95   81    82
                              321   1009    911     00 P 1                                               107.63   81    82
                              321   1009    911     00 P 2 ✓ [illegible]                                  73.21   80    80
                              321   1009    920     00 P 1


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                     JUNE 1983          PAGE  283
                                                                               FISCAL           GRAND TOTAL         ACTIVE YRS
     DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE       TO DATE            BEG   END
                                                                                                   119.40            80    80
                              321   1009    920     00 P 2 ✓ Program Sec                            71.22            81    81
                              321   1009    940     00 P 1                                         116.20            81    81
                              321   1009    940     00 P 2 ✓ Salem Lab                               1.13            81    81
                              321   1009    941     00 P 1                                           1.87            81    81
                              321   1009    941     00 P 2 ✓ Portland Lab                           78.20            82    82
                              321   1009    944     00 P 1                                         127.57            82    82
                              321   1009    944     00 P 2 ✓ Technical Serv.                        85.43            81    82
                              321   1009    945     00 P 1                                         139.39            81    82
                              321   1009    945     00 P 2 ✓ Const. Sec                             73.32            83    83
                              321   1009    948     00 P 2 ✓ Const. Engr  73.32       73.32         91.22            81    82
                              321   1009    950     00 P 1                                         148.85            81    82
                              321   1009    950     00 P 2  Training                             65,384.02
                                            TOT        P1                          1,074.35      96,450.69
                                            TOT        P2                 73.32    1,809.32          70.70
                                            TOT        N1                          1,064.00CR       115.38
                                            TOT        N2                          1,736.00CR
                                         ** JOB TOTALS **                 73.32 **     83.67 **  162,020.79  **

                                                                                              PMS 000S113  48 STATE
LINCOLN CITY PMS            CONT NO 9548   FA PROJ NOS PMS 000S113  52                           9,301.00            83    83
                              321   1012    201     00 P 1         7,998.00        9,301.00      14,348.22            83    83
                              321   1012    201     00 P 8         8,291.39       14,348.22         614.89CR          83    83
                              321   1012    204     00 P 1           423.52CR        614.89CR
```

B02 W32

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/30/83

PREFIX GRP FED AID PROJ FL	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
327-1093 1# M -6685-001	182,511.84	207,304.32	206,976.46	88.18	182,511.84	182,511.84		
327-1093 8# M -6685-001	9,756.65	11,096.40	11,064.47	88.18	9,756.65	9,756.65		
327-1959 1# M -6685-001	15,538.52	18,116.50	18,116.50	85.77	15,538.52	15,538.52		
PROJ TOTALS	207,807.01	236,517.22	236,157.43		207,807.01	207,807.01		
321-1009 1* M -6885-001	57,636.01	65,454.72	65,384.02	88.15	57,636.01	57,636.01		
321-1996 1* M -6885-001	4,010.56	4,551.70	4,549.70	88.15	4,010.56	4,010.56		
PROJ TOTALS	61,646.57	70,006.42	69,933.72		61,646.57	61,646.57		
321-1009 2* M -6890-001	85,021.28	96,566.07	96,450.69	88.15	85,021.28	85,021.28		
321-1995 1* M -6890-001	6,057.00	6,871.24	6,871.24	88.15	6,057.00	6,057.00		
PROJ TOTALS	91,078.28	103,437.31	103,321.93		91,078.28	91,078.28		
RECAPITULATION --APPROPRIATION W32								
FINAL BY FHWA	6241,165.02	8370,099.52	7184,869.09		6241,250.96	6241,165.02	85.94 B	
ACTIVE PROJECTS	13421,958.88	14321,098.92	14103,123.68		11982,913.30	11800,265.71	15,462.22 A 166,767.50 B	417.87
TOTAL	19663,123.90	22691,198.44	21287,992.77		18224,164.26	18041,430.73	15,462.22 A 166,853.44 B	417.87

ADJUSTMENT LEGEND

A-AGREEMENT NOT EXECUTED	B-OVERRUN OF AGREEMENT AMOUNT
	D-FINAL BILLING BEING PROCESSED
E-US ARMY ENGRS PROJECT	F-INCLUDED IN FINAL BILL TO FHWA
G-STAGE 1 PROJECT	H-FHWA AUDIT CITATIONS

321-1996
321-1009

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 11/9/79
TO 4/21/83

FEDERAL AID PROJECT NO.
M-6885(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 4,551.70	$ 4,549.70	88.15%	$ 4,010.56	$ 4,010.56	$ 0.00
65,454.72	65,384.02	88.15%	57,636.01	57,636.01	0.00
$70,006.42	$69,933.72	88.15%	$61,646.57	$61,646.57	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	6/17/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	John Moore Rd. at Corvallis/Newport Hwy. Newport City-John Moore Road Lincoln County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$ 4,549.70	
	Construction					
	Type Code Y031					
	Traffic Signal					
	Formal Contract Payment Summary	Lump	Sum		58,044.33	
SFO	#1 Permanent Pavement Striping (State)	All	Required		133.87	
	Total Participating Construction Cost				$58,178.20	
	Construction Engineering					
	State	All	Required		7,205.82	
	Total Participating Project Cost				$69,933.72	
	Nonparticipating Project Cost					
	Preliminary Engineering	All	Required		2.00	
	Interest on Final Payments	All	Required		48.85	
	Construction Engineering	All	Required		21.85	
	Total Nonparticipating Project Cost				$ 72.70	
	Total Project Cost				$70,006.42	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/23/83.					
	AMOUNT CARRIED FORWARD					

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SPTC XING@BUTLR BR RD-TOLEDO  CONT NO      * FA PROJ NOS RRS A525001 100                                                STATE
                                   321   1991      905      00 N 1                                            41.10
                                   321   1991      914      00 N 1                                            62.46
                                                   TOT      N1                                               103.56
                                              ** JOB TOTALS **            **                **               103.56  **

NW NYE ST (NEWPORT)           CONT NO      * FA PROJ NOS M   6890001 100                                                STATE
                                   321   1995      296      00 N 9                                         6,121.63CR
                                   321   1995      298      00 N 9                                         6,121.63
                                   321   1995      901      00 P 1                                         1,710.51
                                   321   1995      905      00 P 1                                         1,253.55
                                   321   1995      910      00 P 1                                         1,572.95
                                   321   1995      911      00 P 1                                         1,035.48
                                   321   1995      914      00 P 1                                           142.14
                                   321   1995      920      00 P 1          73.32CR          73.32CR         198.21
                                   321   1995      921      00 P 1                                           898.73
                                   321   1995      922      00 P 1                                            19.56
                                   321   1995      923      00 P 1                                            40.11
                                                   TOT      P1              73.32CR          73.32CR       6,871.24
                                              ** JOB TOTALS **              73.32CR**        73.32CR**     6,871.24  **


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  JUNE 1983          PAGE  866
                                                                           FISCAL           GRAND TOTAL
     DESCRIPTION                     PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH     YEAR TO DATE       TO DATE

JOHN MOORE R@CORV-NWPT HY     CONT NO      * FA PROJ NOS M   6885001 100                                                STATE
                                   321   1996      296      00 N 9                                         4,010.56CR
                                   321   1996      298      00 N 9                                         4,010.56
                                   321   1996      901      00 P 1                                         1,882.13
                                   321   1996      901      00 N 1                                             2.00
                                   321   1996      905      00 P 1                                           141.48
                                   321   1996      911      00 P 1                                         2,333.35
                                   321   1996      920      00 P 1                                           109.98
                                   321   1996      921      00 P 1                                            73.32
                                   321   1996      922      00 P 1                                             9.44
                                                   TOT      P1                                             4,549.70
                                                   TOT      N1                                                 2.00
                                              ** JOB TOTALS **            **                **             4,551.70  **

GEARY ST RRXING(ALBANY)CTY ST CONT NO      * FA PROJ NOS RRP 2925001 100                                                STATE
                                   322   1935      296      00 N 9                           115.06CR      1,150.60CR
                                   322   1935      298      00 N 9                                         1,035.54
                                   322   1935      299      00 N 9                           115.06          115.06
                                   322   1935      901      00 P 1                                           946.85
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                              321   1007   945    00 N 1
                              321   1007   948    00 N 1                                                59.62     82    82
                              321   1007   950    00 N 1                                               157.14     82    82
                                           TOT       P1                                             64,075.69
                                           TOT       N1                                              2,961.18
                                        ** JOB TOTALS **                  **               **       67,036.87  **

                                                                                                                STATE
NW NYE ST-ORE COAST HWY    CONT NO 9142 * FA PROJ NOS M   6885001   38 M   6890001   62
                              321   1009   201    00 P 1    7,050.00CR        7,050.00CR        58,044.33     80    83
                              321   1009   201    00 P 2                                        84,361.11     80    83
                              321   1009   203    00 P 1    7,050.00          7,050.00                        81    83
                              321   1009   206    00 N 1                                            48.85     82    82
                              321   1009   206    00 N 2                                            79.69     82    82
                              321   1009   270    01 P 1                                           133.87     81    82
                              321   1009   270    01 P 2                                           558.63     81    82
                              321   1009   295    00 N 9                                         5,425.00     82    82
                              321   1009   296    00 N 9                      9,413.55CR       148,017.66CR   80    83
                              321   1009   298    00 N 9                      9,413.55         142,592.66     80    83
                              321   1009   900    00 P 1                      1,074.35           6,739.46     80    83
                              321   1009   900    00 P 2                      1,736.00          10,696.72     80    83
                              321   1009   900    00 N 1                      1,064.00CR            21.85     80    83
                              321   1009   900    00 N 2                      1,736.00CR            35.69     80    83
                              321   1009   911    00 P 1                                            65.95     81    82
                              321   1009   911    00 P 2                                           107.63     81    82
                              321   1009   920    00 P 1                                            73.21     80    80


                                                                           JUNE 1983          PAGE  283
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                             FISCAL          GRAND TOTAL    ACTIVE YRS
     DESCRIPTION           PREFIX  FUNCTION SUB F. GR  CURRENT MONTH      YEAR TO DATE        TO DATE      BEG   END
                              321   1009   920    00 P 2                                           119.40     80    80
                              321   1009   940    00 P 1                                            71.22     81    81
                              321   1009   940    00 P 2                                           116.20     81    81
                              321   1009   941    00 P 1                                             1.13     81    81
                              321   1009   941    00 P 2                                             1.87     81    81
                              321   1009   944    00 P 1                                            78.20     82    82
                              321   1009   944    00 P 2                                           127.57     82    82
                              321   1009   945    00 P 1                                            85.43     81    82
                              321   1009   945    00 P 2         73.32             73.32              73.32     83    83
                              321   1009   948    00 P 2                                            91.22     81    82
                              321   1009   950    00 P 1                                           139.39     81    82
                              321   1009   950    00 P 2                                           148.85     81    82
                                           TOT       P1                          1,074.35          65,384.02
                                           TOT       P2            73.32         1,809.32          96,450.69
                                           TOT       N1                          1,064.00CR            70.70
                                           TOT       N2                          1,736.00CR             5.38
                                        ** JOB TOTALS **           73.32  **        83.67  **     162,020.79  **

                                                                                       PMS 000S113   48 STATE
LINCOLN CITY PMS           CONT NO 9548   FA PROJ NOS PMS 000S113   52
                              321   1012   201    00 P 1        7,998.00          9,301.00           9,301.00     83    83
                              321   1012   201    00 P 8        8,291.39         14,348.77          14,348.77     83    83
```

802
W32

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/30/83

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
327-1093	1#	M -6685-001	182,511.84	207,304.32	206,976.46	88.18	182,511.84	182,511.84		
327-1093	8#	M -6685-001	9,756.65	11,096.40	11,064.47	88.18	9,756.65	9,756.65		
327-1959	1#	M -6685-001	15,538.52	18,116.50	18,116.50	85.77	15,538.52	15,538.52		
		PROJ TOTALS	207,807.01	236,517.22	236,157.43		207,807.01	207,807.01		
321-1009	1*	M -6885-001	57,636.01	65,454.72	65,384.02	88.15	57,636.01	57,636.01		
321-1996	1*	M -6885-001	4,010.56	4,551.70	4,549.70	88.15	4,010.56	4,010.56		
		PROJ TOTALS	61,646.57	70,006.42	69,933.72		61,646.57	61,646.57		
321-1009	2*	M -6890-001	85,021.28	96,566.07	96,450.69	88.15	85,021.28	85,021.28		
321-1995	1*	M -6890-001	6,057.00	6,871.24	6,871.24	88.15	6,057.00	6,057.00		
		PROJ TOTALS	91,078.28	103,437.31	103,321.93		91,078.28	91,078.28		

RECAPITULATION --APPROPRIATION W32

	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
FINAL BY FHWA	6241,165.02	8370,099.52	7184,869.09		6241,250.96	6241,165.02	85.94 B	
ACTIVE PROJECTS	13421,958.88	14321,098.92	14103,123.68		11982,913.30	11800,265.71	15,462.22 A 166,767.50 B	417.87
TOTAL	19663,123.90	22691,198.44	21287,992.77		18224,164.26	18041,430.73	15,462.22 A 166,853.44 B	417.87

ADJUSTMENT LEGEND

A-AGREEMENT NOT EXECUTED	B-OVERRUN OF AGREEMENT AMOUNT
	D-FINAL BILLING BEING PROCESSED
E-US ARMY ENGRS PROJECT	F-INCLUDED IN FINAL BILL TO FHWA
G-STAGE 1 PROJECT	H-FHWA AUDIT CITATIONS

STATE COPY

mig cc: OSHD (Mr [illegible]lter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	REPORT NUMBER 2	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT 4-11-83		REPORT MADE BY W. H. Kappus, Area Engineer	PROJECT NO. M-6890(1) & M-6885(1)
COMPLETION DATE 6-29-81	ACCEPTANCE DATE BY CONTRACT AGENCY 2-24-82	TIME ELAPSED 321/220 = 146 %	CONTRACT TIME A. 75 CD B. 220 CD
APPROVED EXTENSIONS A. 47 CD B. 54 CD	LOCATION City of Newport, Oregon (see below)		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NW. NYE STREET - OREGON COAST HIGHWAY (NEWPORT)
&
CORVALLIS/NEWPORT HIGHWAY @ JOHN MOORE ROAD
Grading, Paving & Signals

This project provided for the installation of multi-phase traffic signals at two locations in the city of Newport. Also included was the upgrading and paving of a street approaching the signal at NW. Nye Street.

There were no major overruns or underruns. A final inspection of the completed project was made on July 15, 1981.

--- WHK ---

RECEIVED
STATE HWY ENGR
APR 22 '83
REFER TO
Keasly
FOR
Info | Instr | R/D | J R | Sign | Act | File

4/25

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE Glenn K. Hossner HOSSNER	
TITLE Area Engineer	DATE 4-11-83	TITLE Field Operations Engineer	DATE 4-21-83

FORM FHWA 1446B PREVIOUS EDITION IS OBSOLETE
Rev 12-79)

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5

DATE: March 9, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Project Acceptance
Federal Aid Project No. M-6890(1) & M-6885(1)

Contract 9142, Work Completed June 29, 1981

Project NW Nye St.-Oregon Coast Hwy. (Newport) & Corvallis-Newport @ John Moore Rd.

Highway FAL 6890 (NW 11th) & Corvallis/Newport

County Lincoln

Acceptance: Federal Hwy. Admin. July 15, 1981

Oregon Transportation Commission February 24, 1982

All participating work on this project has been completed.

The following documents, required for your acceptance of the project, are attached:

1-Copy Form 81-734-3498, Progress Est. & Cost Report
1-Copy Laboratory Materials Certification
1-Copy Statement of Overruns and Underruns

RDC:ml

cc: Frank Griffin
R. D. Church

June 24, 1982

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

CON 5
#9142

Gentlemen or Ladies:

A post-final payment for $8,100 will be made to Hamilton Electric, Inc. on Contract No. 9142 for work on the N.W. Nye Street-Oregon Coast Highway (Newport) Section of FAU 6890 and Corvallis-Newport Highway at John Moore Road, Lincoln County, as soon as the warrant is prepared.

The total amount paid on this contract will be $142,405.44 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON

June 15, 1982

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97404

Time Extension Request
N.W. Nye St.-Oregon Coast Highway Newport
Contract No. 9142
FAP #M-6885(1) & M-6890(1)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A time extension of 42 calendar days was previously granted due to work done under Price Agreement No. 1. A review of project data indicates that we overlooked some of the time justified to perform this work. An added time extension of 39 calendar days is granted for the performance of work under Price Agreement No. 1. A contract time extension of 15 calendar days is granted for possible errors or omissions in the contract specifications relative to the signal controller software requirements.

Therefore, a contract time extension of 54 calendar days for phase "B" is granted. This will eliminate all liquidated damages on this contract.

We also have not received a "software" based request for Contracts No. 9105 and No. 8921.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

CTK:st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
C. W. Elroy w/att.
FHWA w/att
Bob Church

Form 734-3123

9142

March 17, 1982

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

CON 5
#9142

Gentlemen or Ladies:

On February 25, 1982, we wrote to you concerning release of final payment on Contract No. 9142 awarded to Hamilton Electric, Inc. for work on the N.W. Nye Street-Oregon Coast Highway (Newport) Section of FAU 6890 and Corvallis-Newport Highway at John Moore Road in Lincoln County.

Final payment on this contract is $7,345.36 and the total contract amount is $134,305.44. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 9046	Columbia Slough Structures Multnomah County	Feb. 17, 1982
Morse Bros.Prestress,Inc. No. 9106	Multnomah Co. Maintenance & Operations Fac., Phase 2 Multnomah County	Feb. 19, 1982
J. C. Compton Co. No. 9213	Cannon Beach Jct.-Necanicum Jct. Clatsop County	Feb. 19, 1982
E. Carl Schiewe, Inc. No. 9219	Columbia River-Lake Road Multnomah County	Feb. 22, 1982
J. C. Compton Co. No. 9249	Hayesville Intchge-Battle Cr. Marion County	Feb. 22, 1982
Wildish Const. Co. No. 8975	Willamette River-Goshen Lane County	Feb. 24, 1982
Hamilton Elect., Inc. No. 9142	NW Nye St.-Ore. Coast Hwy. (Newport) & Corvallis/Newport Hwy. & John Moore Rd. Lincoln County	Feb. 24, 1982
Delph Const. Co. No. 9273	Trout Creek Culverts Hood River County	Feb. 25, 1982
R. L. Coats No. 9351	SCL Madras-Madras/Prineville Hwy. Jct. Jefferson County	March 2, 1982
R. L. Coats No. 9315	Swalley Canal-McKenzie/Bend Intchge. Deschutes County	March 2, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const. Co. No. 9233	Cascade Hwy. S. @ Warner/ Milne Rd. (Oregon City) Clackamas County	March 3, 1982
Lundeen Coatings Corp, No. 9335	Willamette River (Jasper) Br. Lane County	March 3, 1982

March 4, 1982 O. B. Jackmond
For C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

January 14, 1982

CON 5 #9142

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97404

NOTED
H.S. COULTER

RE: Time Extension Request
N.W. Nye St.-Ore. Coast Hwy. (Newport)
Contract No. 9142
M-6885(1)
M-6890(1)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 42 calendar days is granted as a result of the added signal head provided by Price Agreement No. 1. Also, a contract time extension of 5 calendar days is granted due to the delay in furnishing the contract documents to you for signature. Both of these time extensions apply to Phase "B" of the project and result in a total adjustment of 47 calendar days. There remains 54 calendar days of liquidated damages under this contract.

No consideration of the claimed software delays has been made, pending receipt of specific delays (by date) claimed for specific causes as previously requested and as stated in Mr. Elroy's letter to you of December 23. Capital Enterprise & Engineering's letter of October 11 and EMCO's letter of October 8, 1981 are too vague to support a contract time adjustment.

You should be aware, however, that our records indicate that no contract time was charged during the time of software corrections and the granting of additional time will require careful examination.

Should you wish to submit additional data or to further review this matter, please contact Project Manager Elroy.

RECEIVED
STATE HWY ENGR
JAN 15 '82
REFER TO
FOR

Sincerely,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

bc. H. S. Coulter (att. 1 letter)
C. O. Fredrickson "
C. W. Elroy "
FHWA "
Bob Church

Form 734-3123

321-1009

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: January 4, 1982

FROM: Gerald Wimer Wimer
REGION CONSTRUCTION ENGINEER

ASHE
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SUBJECT: Time Extension Request
Newport Traffic Signals
Contract 9142

Emerson Hamilton of Hamilton Electric, Inc., contractor on the subject project, in his attached October 14, 1981, letter and its attachments, including a formal request, asked that the overall completion date be increased to 321 calendar days (cds), the time it actually took to complete the project. Since the contract authorized 220 cds for this overall completion, the contractor effectively requests an increase of 101 cds. He gives two reasons to justify this additional time, namely, Price Agreement No. 1, which called for an additional signal head at the John Moore Road intersection, and delays relating to the software.

Project Manager C. W. Elroy, in his attached November 6 letter, reviews the critical dates and both items, which the contractor cites, to justify 81 cds.

I believe Mr. Elroy is over generous in recommending that all the delays between February 28, 1981, and May 19, were due to the time required to obtain the additional signal head. During this interval, the contractor was also attempting to have his signal control equipment meet the physical inspection and environmental testing. It failed both March 4, 1981, and April 29, 1981, before being approved on May 11, 1981.

There were apparently some delays in obtaining the signal heads, expressed in Capital Enterprise and Engineering's December 16, 1980, letter to the contractor, a copy of which is attached. However, their basic signal head approval did not occur until December 30, 1980, with the first signal had installed February 10, 1981, a lapse of 42 cds. At the most, this is all I could recommend for this particular feature, even though our own Storeroom experiences a three to six month delay in delivery. Mr. Elroy concurs.

Delays relating to software questions should adequately have been covered with the suspension of work order issued May 30, 1981, and rescinded June 29, 1981, the date of completion of the contract. It is doubtful if any additional time can be justified for the software questions, however, should the contractor subsequently submit additional information from which a more detailed analysis can be made, we will give it additional consideration.

Continued...

No. June 23

We took from May 29, 1980, the date bids were received, until June 30, 1980, when the contract was sent to the contractor for signature, or a lapse of 25 cds. Standard Specification 103.08 indicates that any time over 20 cds is a basis for granting an extension. True, we did not commence the work day charges for this additional 5 cds. However, past practice dictates that we grant it.

Therefore, this office recommends 42, 0 and 5 cds respectively for the three reasons given above or a total of 47 cds, leaving a total of 54 cds liquidated damages attributable to this contractor. At a rate of $150 per cd, this amounts to $8,100, or enough that we will probably discuss the matter further.

GW/rgb
cc: Chuck Elroy

1-13-82

CTK -

I concur with Region and recommend a time extension of 47 cd due to late delivery of contract documents from state to contractor and due to added work under P.A. 1.

If the contractor submits added data in respect to the claimed software delays we can consider the matter at that time.

OMJ

FORM 81-734 30

OREGON STATE HIGHWAY DI[illegible]ON

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB NW Nye St.-Oregon Coast Hwy.& Corvallis/Newport Hwy. at John Moore Rd.	SECTION NW Nye St. & Coast Corvallis/Newport Hwy. at John Moore Road	WEEK ENDING October 3, 1981
	HIGHWAY FAU 6890 (NW 11th.St.) & Corvallis/Newport Hwy.	SECTION PREFIX 321-1009
	KIND OF WORK Grading, Paving, & Signal Installation	COUNTY Lincoln
CONTRACTOR Hamilton Electric Co. Inc.	CONTRACT NUMBER 9142	FEDERAL AID PROJECT NUMBER M-6885(1) & M-6890(1)
DATE OF CONTRACT June 23, 1980	DATE WORK STARTED July 11, 1980	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS A(75)B(220)	CALENDAR DAYS USED A(54) B(321)
PROJECT AUTHORIZATION $ 170,923.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 145
EXCLUSIVE OF ENGINEERING $ 157,370.46	ENGINEERING AUTHORIZATION $ 13,553.44	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 157,370.46	ENGINEERING COST TO DATE $ 14,391.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 91
ESTIMATED PERCENT UNDERRUN 16 %	PERCENT OF AUTHORIZATION 106 %	DATE PROJECT WAS COMPLETED 6/29/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	aggr base
		100	100	100		100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.12	0.12			0.12
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	470cu yd	550ton			1,100ton
TOTAL QUANTITIES CORRECTED TO DATE	323	422			P
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	323	422			733
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO							
PERCENT							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Sept. 27	A.M.- Rain P.M.- Cloudy	321		
MONDAY	28	A.M.- Showers P.M.- Clear	"		
TUESDAY	29	Cloudy	"		
WEDNESDAY	30	Clear	"		
THURSDAY	Oct. 1	Clear	"		
FRIDAY	2	A.M.- Cloudy P.M.- Clear	"		
SATURDAY	3		"		

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OCT 5 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SEPT. SUNDAY 27	No activity this Week
MONDAY 28	
29 TUESDAY	
30 WEDNESDAY	
OCTOBER 1 THURSDAY	
2 FRIDAY	
3 SATURDAY	

REMARKS

Semi-Final Submitted 10/5/81

This will be the last weekly report.

SIGNED Charles W. Elroy LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN [illegible] AND [illegible] BOTH ARE INVOLVED SUBMIT 3 COPIES

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
CON 5

TO: Warren Richards
Construction Office Manager

DATE: May 27, 1981

R. D. Church by mk

FROM R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9142, Work Completed May 20, 1981 - [illegible]

Project NW Nye St.-Ore. Coast Hwy. (Newport) and Corvallis/Newport Hwy. @ John Moore Rd.

Highway FAU 6890 (NW 11th St.) & Corvallis-Newport Hwy.

County Lincoln

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ______________________

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Edward Haury
John Jenkins
Hank Wakerlig
Leo King

—— 1142

STATE COPY

2.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 5-72		County Lincoln
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number M-6890(1)
MODIFICATION NUMBER 1	7-23-80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 3, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,800.00	$ 115,415.00
Federal funds	$ 11,282.00	$ 101,735.00
Other revisions		

This modification is made for the following reasons: Adding Construction Phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of July, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, May 22, 1980

Federal Aid Project
No. M-6890 (1)

N.W. Nye St. - Oregon Coast Hwy.
Newport City Street
Lincoln County

Modified Project Agreement Estimate.

Type Code P.E.				
Preliminary Engineering	All Required			$12,800.00
Type Code 6201				
Roadway (Sta. 0+40 to Sta. 6+50)				
Mobilization	All Required (80%)			$ 4,250.40
Temporary Protection and Direction of Traffic	All Required (80%)			4,136.80
Temporary Signs	180	Sq.Ft.	$ 4.50	810.00
Temporary Barricades	8	Each	108.13	865.04
Flagmen	32	Hour	5.00	160.00
General Excavation	470	Cu.Yd.	6.26	2,942.20
Aggregate Base	1,080	Ton	7.95	8,586.00
Class "C" Asphalt Concrete Mixture	545	Ton	33.89	18,470.05
Sidewalk Ramps	2	Each	205.00	410.00
			Total	$40,630.49
Anticipated Items				
Permanent Pavement Striping	All Required			$ 900.00
			Subtotal	$41,530.49
			Engineering	5,606.51
			Total	$47,137.00

Type Code Y031
Traffic Signal

Traffic Signal Installation, Complete	All Required (47%)		$48,879.06
		Subtotal	$48,879.06
		Engineering	5,658.94
		Engineering (47% Sig.Cont. Testing)	940.00
		Total	$55,478.00

Length of Roadway
Cost of Roadway Per Mile $

Work Retained in Program
(Not included in amounts below)

City of Newport, Water	All Required	$ 300.00
PUD Pole Const.	All Required	200.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 12,800	$ 11,282	$ 759	$ 759
Roadway	47,137	41,551	2,793	2,793
Traffic Signal	55,478	48,902	3,288	3,288
Total	$115,415	$101,735	$6,840	$6,840

Group 2 62%
Contract No. 9142
Prefix 321-1995
Prefix 321-1009

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-51	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Lincoln Project No. M-6890(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., N.W. 11th St. (Newport)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-9-79	0.13
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 12,800.00	FEDERAL FUNDS $ 11,282.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

~~By~~ XXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 12-3-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. F.10

Oregon State Highway Division
Salem, Oregon November 15, 1979

Federal Aid Project
No. M-6890(1)

N.W. Nye St.-Oregon Coast Hwy. (Newport) Section
City Street in Lincoln County

Project Agreement Estimate

Type Code PE
Preliminary Engineering
Preliminary Engineering All Required $ 12,800.00

Total $ 12,800.00

Length of Project . . . . 0.13 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 12,800.00	$ 11,282.00	$ 759.00	$ 759.00
Retain in Program				
Contract Work	87,200.00	76,818.00	5,191.00	5,191.00
Total	$100,000.00	$88,100.00	$ 5,950.00	$ 5,950.00

Group 1 - 100%
Prefix 321-1995

STATE COPY

OMB No. 04-R2089 ∠

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. S-73	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-23-80	State Oregon County Lincoln Project No. M-6885(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., John Moore Road (Newport)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-9-79	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	5-7-80	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 75,371.00	FEDERAL FUNDS $ 66,438.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator 7-23-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 30,1980

Federal Aid Project
No. M-6885 (1)

John Moore Rd. at Corvallis/Newport Hwy.
Newport City., John Moore Road
Lincoln County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required		$ 9,900.00

Type Code Y031
Traffic Signal

Mobilizaton	All Required (20%)		1,062,60
Temporary Protection and Direction of Traffic	All Required (20%)		1,034.20
Flagmen	8 Hour	5.00	40.00
Aggregate Base	20 Ton	7.95	159.00
Class "C" Asphalt Concrete Mixture	5 Ton	33.89	169.45
Traffic Signal Installation, Complete	All Required (53%)		55,118.94
		Total	$57,584.19

Anticipated Items

Permanent Pavement Striping	All Required		$ 100.00
		Subtotal	$57,684.19
		Engineering	6,726.81
		Engineering (53% Sig. Cont. Testing)	1,060.00
		Total	$65,471.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,900	$ 8,726	$1,174
Traffic Signal	65,471	57,471	7,759
Total	$75,371	$66,438	$8,933

Group 1 38%
Contract No. 9142
Prefix 321-1995
Prefix 321-1009

June 2, 1980

City of Newport
510 SW Alder Street
Newport, Oregon 97365

CON 4

Attn: Don Davis
City Manager

Gentlemen:

On May 29, 1980 a satisfactory bid was received from Hamilton Electric, Inc., P.O. Box 708, Eugene, Oregon 97440 for construction on N.W. Nye Street-Oregon Coast Highway and Corvallis/Newport Highway at John Moore Road Section, FAU 6890 and 6885. The advance deposit based on the anticipated construction cost of their bid is as follows:

	M-6890	M-6885
Bid Items	$ 89,509.55	$57,584.19
Permanent Pavement Striping	$ 500.00	$ 500.00
Signal Controller Testing	1,000.00	1,000.00
City of Newport (Water)	300.00	--
PUD Pole Costs	100.00	100.00
4 1/2% Contingencies	4,113.43	2,663.29
9% Engineering	8,226.86	5,326.58
ESTIMATED TOTAL COST	$103,749.84	$67,174.06

City's Advance Deposit:
6% of $103,749.84 = $6,224.99 or say $6,225.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 20, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. S[illegible]an
Operation Programming Engineer

GEZ:pf

6-20-80
Phil will ask
6-23-80
Adv Dep received
Notified MacNab

Section N.W. Nye St.-Oregon Coast Hwy & Corvallis-Newport Hwy Programmi. Estimate $ ______

Highway FAU 6890 & Corvallis-Newport Hwy at John Moore Rd. Project Length 0.12 mi

County Lincoln Completion Time [illegible] All 220 C Days

Kind of Work Grading, Paving & Signal Est. Comp. Date 9-12-80 2-4-81

Prefix 321-1995 Letting Date 5-29-80 Project No. M-6890(1) & M-6885(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 164,690
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 3,500
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	2000	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
City of Newport (water)	300	
PUD Pole Costs	200	
Subtotal		$ 168,190
Contingencies (4-1/2%)		7,568 55
Engineering (8, 9, 10%)		15,137 10
Subtotal		$
Credit for ______		
Estimated Net Authorization, Construction		$ 190,895 65

APPROVED

CC: STEARNS

REC'D 4-25-80

______
Road Design Engineer

OREGON STATE HIGHWAY DIVISION

~~SUB~~ ~~BID SCHEDULE~~-COST ESTIMATE

Sheet 1 of 1

Date 4-15-80

Section NW. Nye St.-Oregon Coast Hwy ~~&~~ Corvallis/Newport Hwy [illegible]

County Lincoln

Kind Of Work Grading, Paving & Signals

Length 0.12 mile

Name Galloway

4-16-80

8

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilizatation		Lump Sum	All	(6%)	9,400-
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	—	1,400-
3	Temporary Signs		Sq. Ft.	180	6-	1,080-
4	Temporary Barricades		Each	8	115-	920-
5	Flagmen		Hour	40	21.00	840-
	ROADWORK					
	General Excavation		Cu. Yd.	470	10.00	4,700
7	Aggregate Base		Ton	1100	9.00	9,900-
3	Class "C" Asphalt Concrete Mixture		Ton	550	23.00	12,650-
1	Asphalt Cement In Mixture		Ton	40	200.00	8,000-
0	Sidewalk Ramps		Each	2	400.00	800-
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All		115,000
					$	164,690

FORM 734-1736 (1-79)

Section N.W. Nye St.-Oregon Coast Hwy & Corvallis-Newport Hwy
Highway FAU 6890 & Corvallis-Newport Hwy & John Moore Rd.
County Lincoln
Kind of Work Grading, Paving & Signal
Prefix 321-1995 64%

321-1996 36%
122 000
69 000

Programming Estimate $ 122,000 69,000
Project Length 0.12 mi
Completion Time All [illegible] 220 C Days
Est. Comp. Date 9-12-80 2-4-81
Letting Date 5-29-80
Project No. M-6890(1) & M-6885(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 164,665
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	1,000	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 3,500
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	2000	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
City of Newport (water)	300	
. . . .		
. . . .		
PUD Pole Costs	200	
Subtotal		$ 168,165
Contingencies (4-1/2%)		7,567 43
Engineering (8, 9, 10%)		15,134 85
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 190,867 28

APPROVED

NOTED
D. O. Christensen

REC'D 4-29-80

Road Design Engineer

EGON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 1
Date 4-15-80

Section NW. Nye St. - Oregon Coast Hwy & Corvallis/Newport Hwy @ John Moore County Lincoln
Kind Of Work Grading, Paving & Signals Length 0.12 mile Name Galloway

4-16-80 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilizatation		Lump Sum	All	(6%)	9,400
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	—	1,400
3	Temporary Signs		Sq. Ft.	180	6	1,080
4	Temporary Barricades		Each	8	115	920
5	Flagmen		Hour	40	21^{00}	840
	ROADWORK					
6	General Excavation		Cu. Yd.	470	10^{00}	4,700
7	Aggregate Base		Ton	1100	9^{00}	9,900
8	Class "C" Asphalt Concrete M[illegible]		Ton	550	37^{50}	20,625
	[illegible]				[illegible]	
	Sidewalk Ramps		Each	2	400^{00}	800
	TRAFFIC SIGNALS					
0	Traffic Signal Installation, Complete		Lump Sum	All		115,000
					$	164,665

FORM 734-1?36 (1-79)

NEW NYE ST. - ORE. COAST HWY. = M-6890(1) 4-28-80
w/NEWP./HWY @ [illegible] = M-6885(1)

NEWPORT

	MATCH 50%/50% M6890(1)	STATE MATCH 100% M6885(1)
MOBILIZATION	$7,520	$1,880
TEMP. PROT. & DIRECT. OF TRAFFIC	1,120	280
TEMP. SIGNS	1,080	—
TEMP. BARRICADES	920	—
FLAGMEN	672	168
GEN. EXC.	4,700	—
AGG. BASE	9,720	180
CL. C ASP. CONC. MIX	20,437 50 ~~12,535~~	187 50 ~~115~~
~~ASP. CEM. IN MIX~~	~~8,000~~	—
SIDEWALK RAMPS	800	—
TR. SIGNAL INSTLN.	54,050	60,950
SUB-TOTAL	101,019 50 ~~101,117~~	63,645 50 ~~63,573~~
ANTIC. ITEMS		
STRIPING	500	500
SIGNAL CONTROLLER TESTING	1000	1000
ADJ. UTILITIES - WATER	300	—
″ ″ PWR. COSTS	100	100
SUB-TOTAL	102,919 50 ~~102,017~~	65,245 50 ~~65,173~~
CONTINGENCIES (4½%)	4,631 50 ~~4,636~~	2936 ~~2,933~~
ENGINEERING (9%)	9,263 ~~9,272~~	5872 50 ~~5,865~~
TOTAL	$~~116,925~~ 116,814	$~~73,971~~ 74,054

OREGON STATE HIGHWAY DIVISION

SUM Y--~~BID SCHEDULE--COST ESTIMATE~~

Sheet 1 of 1

Date

Section NW. Nye St. - Oregon Coast Hwy ~~at~~ Corvallis/Newport Hwy [illegible] County Lincoln

Kind Of Work Grading, Paving & Signals Length 0.12 mile Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
					M-6890(1)	M-6885(1)
1	Mobilizatation		All	All	80%	20%
2	Temporary Protection And Direction Of Traffic		All	All	80%	20%
3	Temporary Signs		Sq. Ft.	180	180	-
4	Temporary Barricades		Each	8	8	-
5	Flagmen		Hour	40	32	8
	ROADWORK					
	General Excavation		Cu. Yd.	470	470	-
	Aggregate Base		Ton	1100	1080	20
	Class "C" Asphalt Concrete Mixture		Ton	550	545	5
	~~Asphalt Cement In Mixture~~		~~Ton~~	~~40~~	~~40~~	~~-~~
	Sidewalk Ramps		Each	2	2	-
	TRAFFIC SIGNALS					
1	Traffic Signal Installation, Complete		All	All	47%	53%

Section NW Nye St.-[illegible] Hwy & Corvallis-Newport Hwy [illegible] Programmi.. Estimate $

Highway FAU 6890 & Corvallis-Newport Hwy Project Length 0.12 mi

County Lincoln Completion Time [illegible] All 220 C Days

Kind of Work Grading, Paving & Signal Est. Comp. Date 9-12-80 2-4-81

Prefix 321-1995 Letting Date 5-29-80 Project No. U-6890(1) & M-6885(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 164,690
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 3,500
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	2000	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
City of Newport (water)	300	
PUD Pole Costs	200	
Subtotal		$ 168,190
Contingencies (4-1/2%)		7,568.55
Engineering (8, 9, 10%)		15,137.10
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 190,895.65

APPROVED

cc: STEARNS

REC'D 4-25-80
2

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

~~S ARS BID SCHEDULE~~ COST ESTIMA

Sheet 1 of 1

Date 4-15-80

Section NW. Nye St. - Oregon Coast Hwy ~~&~~ Corvallis/Newport Hwy (John Moore) County Lincoln

Kind Of Work Grading, Paving & Signals Length 0.12 mile Name Galloway

4-16-80

8

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilizatation		Lump Sum	All	(6%)	9,400
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	—	1,400
3	Temporary Signs		Sq. Ft.	180	6	1,080
4	Temporary Barricades		Each	8	115	920
5	Flagmen		Hour	40	21.00	840
	ROADWORK					
	General Excavation		Cu. Yd.	470	10.00	4,700
7	Aggregate Base		Ton	1100	9.00	9,900
	Class "C" Asphalt Concrete Mixture		Ton	550	23.00	12,650
	Asphalt Cement In Mixture		Ton	40	200.00	8,000
0	Sidewalk Ramps		Each	2	400.00	800
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All		115,000
					$	164,690

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 885(1) & M-6890(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Salem, Oregon

PROGRAM NO.

ITEM NO. 00025 & 00016

COUNTY NAME Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 30 '80
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5/30

DATE PS&E APPROVED 5-7-80

DATE AUTHORIZATION EFFECTIVE 5-7-80

FEDERAL ROUTE NUMBER FAU 6885 and 6890

STATE ROUTE NUMBER City Streets

GENERAL LOCATION:
John Moore Rd. at Corvallis/Newport Highway and N. W. Nye St. - Oregon Coast Highway (Newport)

GENERAL DESCRIPTION OF WORK:
Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Permanent Pavement Striping
S.F. $1,000

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5-5-80 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $188,028 Federal Funds $165,745.

A signed copy of the Title Sheet is returned herewith.

DATE 5-22-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975

CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265-5331

OFFICE OF CITY MANAGER

April 28, 1980

REGION 2 ENGINEER
RECEIVED
APR 29 1980
☐ FLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ UTE ☐ GEO ☐ LSO ☐ ENV ☐ RRE

Phillip O. Stearns
Region Federal Aid Engineer
Department of Transportation
Highway Division
Region Two
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Enclosed is the statement of plans signed by the Mayor and City Recorder approving NW 11th Street project. The City requests that the State use Class "C" asphalt rather than Class "B" as shown. We would also like to have the crown of 11th Street feathered into Highway 101 so that traffic moving through the signal would not bounce in and out of a gutter.

Sincerely,

CITY OF NEWPORT

Donald A. Davis
City Manager

DAD:gp

Enclosure

4-30-80
Approved plans to Cox for requested changes.
H

117 DOT Building
Salem, Oregon 97310

Highway # 721

Prefix 321-1995

Attention: Right-of-Way Section

Subject: ~~Federal~~ Federal Aid Project No.
Project Name N.W. Nye St. — Oregon Coast Hwy. (Newport)
N.W. 11th St

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Newport, Oregon, this 5th day of March, 198[illegible]

City of Newport

Mayor

City Recorder

Certified By:
J.W. [illegible]
Regional Right-of-Way Supervisor
Date 3-7-80

RECEIVED
MAR 6 1980
DISTRICT 11
R/W. OFFICE

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

H

NARRATIVE REPORT

Lincoln County
January, 1980

Traffic Signal At: John Moore Road & Corvallis/Newport Highway;
N.W. 11th & Oregon Coast Highway (Newport)
(N.W. Nye Street);
North 22nd Street & Oregon Coast Highway
(Lincoln City)

History

The purpose of this survey is to prepare plans, specifications and cost estimates for traffic signals at the above locations.

Underground Utilities

John Moore Road & Corvallis/Newport Hwy: There are two sanitary sewer lines and a highway culvert in the area. There are no buried telephone lines or gas lines.

N.W. 11th St. & Oregon Coast Hwy: There are water, gas, sanitary sewer and storm sewer lines in the area.

North 22nd St. & Oregon Coast Hwy: There are water, gas and storm sewer lines in the area.

Overhead Wires

John Moore Road & Corvallis/Newport Hwy: There is an existing red and amber aerial signal in the intersection now. There are also two wires crossing the intersecting side on the north side.

N.W. 11th & Oregon Coast Hwy: There are telephone and electric wires on the east and west sides of the Coast Highway at this intersection.

North 22nd St. & Oregon Coast Hwy: There are wires across three quadrants of the intersection plus one diagonal crossing.

R/W

No additional right-of-way is anticipated at this time for the above projects.

Cost Estimated

John Moore Road & Corvallis/Newport Highway...	$50,000
N.W. 11th & Oregon Coast Highway.............	$87,000
North 22nd St. & Oregon Coast Highway.........	$70,000

to Cty. Co. 2-12-80

Rec'd 2-13-80

Z

OK

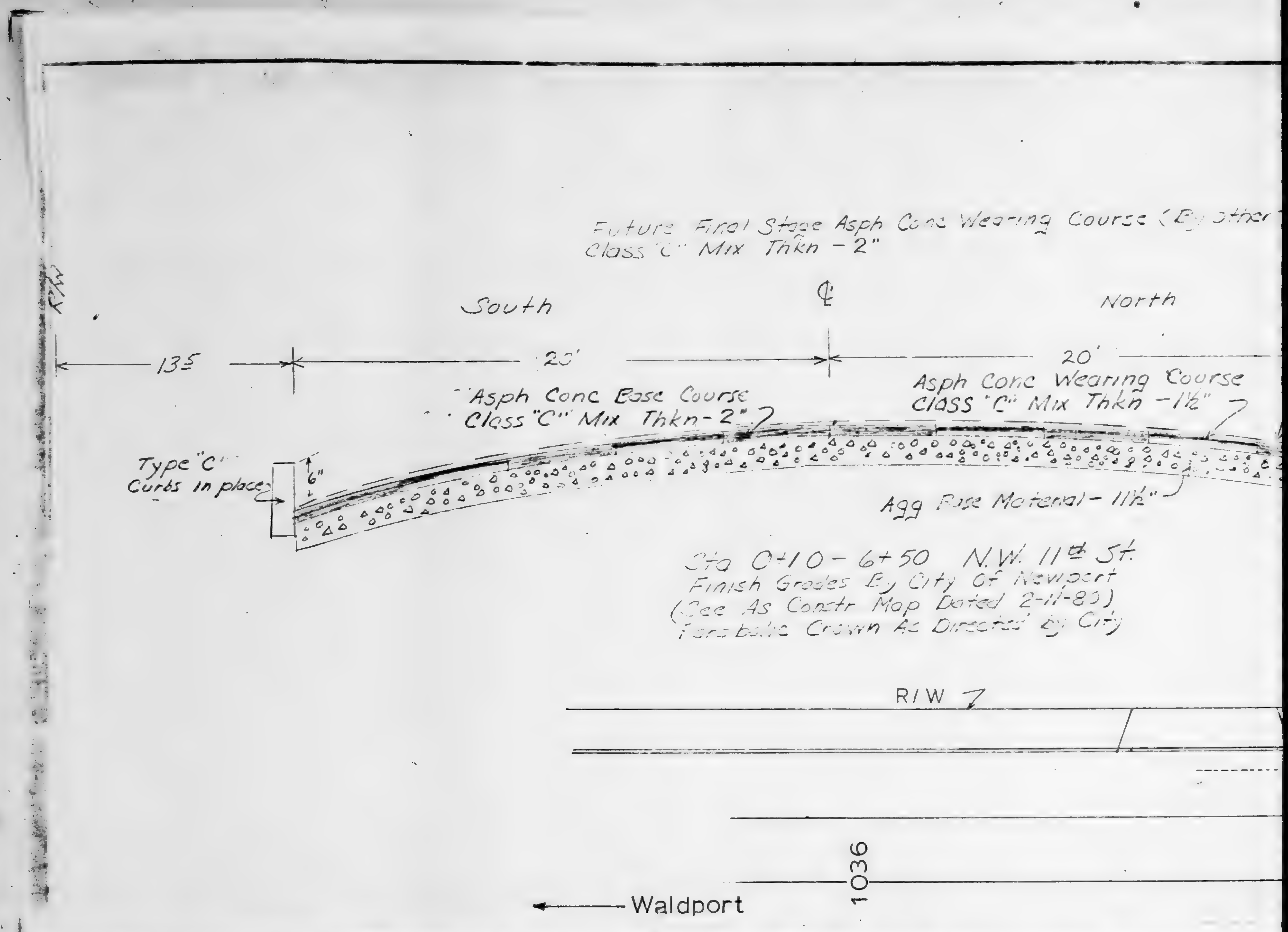
H

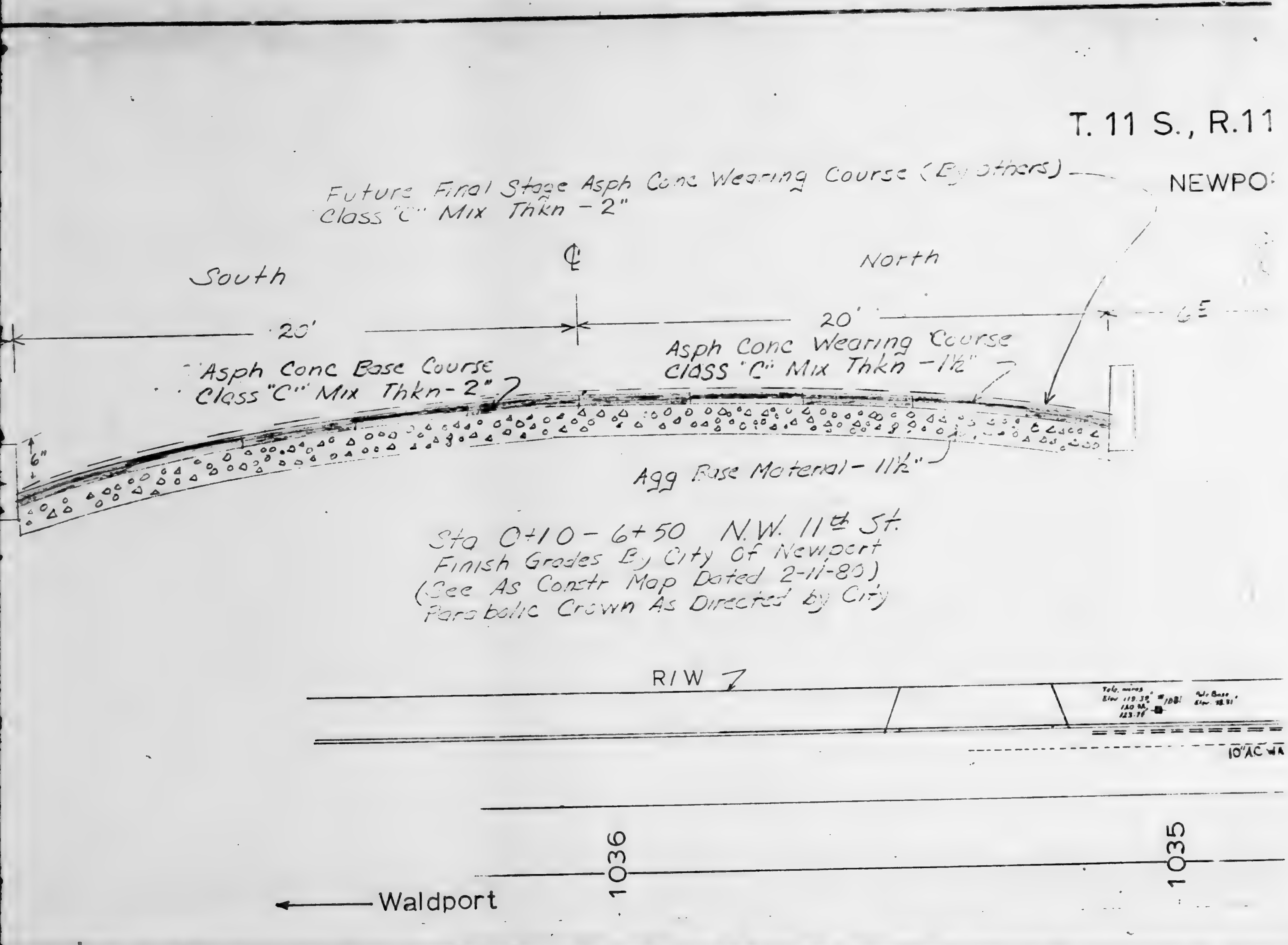
OREGON STATE HIGHWAY DIVISION sheet ______ of ______
SUMMARY-BID SCHEDULE--COST ESTIMATE Date 2/12/80

Section Nothh west 11th street (N.W. Nye to Oregon Coast Highway) County Lincoln

Kind of Work Gradding and paving Length 600' Prefix ______

Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
1	(Including Flagging and signing) Temporary Protection and Direction of Traffic	111	Lump Sum			500
2	General Excavation	203	C.Y.	[illegible]	[illegible]	327
3	Aggregate Base Material	304	Ton	1850	[illegible]	1850
4	Class "C" Asphaltic Concrete	401	Ton	165	[illegible]	84[illegible]
5	Tack Coat	407	Ton	[illegible]	[illegible]	[illegible]
	Asphalt in Mixture	403	Ton	[illegible]	[illegible]	[illegible]
						[illegible]


R/W
Future Final Stage Asph Conc Wearing Course (By other
Class "C" Mix Thkn - 2"
South
℄
North
135
20'
20'
Asph Conc Base Course
Class "C" Mix Thkn - 2"
Asph Conc Wearing Course
Class "C" Mix Thkn - 1½"
Type "C"
Curbs in place
6"
Agg Base Material - 11½"
Sta 0+10 - 6+50 N.W. 11th St.
Finish Grades By City Of Newport
(See As Constr Map Dated 2-11-83)
Parabolic Crown As Directed By City
R/W
1036
Waldport


T. 11 S., R.11
NEWPO
Future Final Stage Asph Conc Wearing Course (By others)
Class "C" Mix Thkn - 2"
South
℄
North
20'
20'
6E
6"
Asph Conc Base Course
Class "C" Mix Thkn-2"
Asph Conc Wearing Course
Class "C" Mix Thkn -1½"
Agg Base Material - 11½"
Sta 0+10 - 6+50 N.W. 11th St.
Finish Grades By City Of Newport
(See As Constr Map Dated 2-11-80)
Parabolic Crown As Directed by City
R/W
Tele. wires
Pole Base
10"AC WA
1036
1035
Waldport

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-19-79

FEDERAL AID PROJECT NO. M 6885(1)

STATE PROJECT NO. See below

COUNTY NAME Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO. 00025

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 27'79
REFER TO
FOR

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-9-79

FEDERAL ROUTE NUMBER FAU 6885

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

John Moore Road @ Corvallis/Newport Highway

GENERAL DESCRIPTION OF WORK:

Preliminary Engineer

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility prepartory work

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-13-79 I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 Par. 10e. Also, as requested, you are authorized to proceed with the work as shown above at a TEC of $9,900 with Federal participation limited to $8,726.

DATE 11-19-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

:M PR-1240
.V. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

November 16, 1979

Don Davis
City Manager
City Hall
Newport, OR 97365

Dear Mr. Davis:

This is to advise you the Oregon State Highway Division has received authorization from the Federal Highway Administration to perform preliminary engineering on the NW Nye Street-Oregon Coast Highway Section of NW 11th Street.

State Forces will be scheduled to perform the work when all documents are completed. Per your request, preliminary engineering will be confined to the traffic signals at the intersection of 11th St. and Coast Highway at this time.

Chuck Elroy, PO Box 37, Newport, phone 265-7391, has been assigned as Resident Engineer. Mr. Elroy will work with you in developing preliminary plans.

Very truly yours

Phillip O. Stearns

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/rgb
cc: LPU
C. Elroy

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 13, 1979

In Reply Refer to
File No.:
PRO 4-1

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00025
Project No. M-6885(1)
John Moore Rd. @ Corvallis/Newport Highway
Lincoln County

Attached is data consisting of PR-1 forms, sketch maps, survey authority and traffic signal warrant for the subject project.

I request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

(2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $9,900 with an obligation of $8,726 in federal funds.

CL:fkc
Attachments

cc: C.O. Fredrickson (Region 2)
G. Zehner, w/attach.

Form 734-3122

HN

Budget Bureau No. 41-R206

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W.O.	11-13-79

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 … 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		City St., John Moore Road (Newport)		11,937*	--	--	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 … 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 … 23	NUMBER 7
	P.E., Traffic Signal								M-	6885

CARD	CLASS OF FEDERAL FUNDS	Urban System	COUNTY NAME	Lincoln		
	NAME OF URBAN AREA 17-31	Newport	ROUTE NO. U	FEDERAL-AID 6885 (32)	STATE City St. (36)	U.S. (37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 … 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"John Moore Rd. @ Corvallis/Newport Hwy."	0.0	9,900	8,726	1,174	--
5					**ROW**							
5					**CONST** (CODE) TOPICS Y031			0.0	50,000	44,074	5,926	--

CARD 1	CODE 1	PREPARED BY	CL	PROJECT TOTALS	0.0	59,900	52,800	7,100	--
1	14	PROGRAM APPROVAL DATES	10-4-79			(16) (23)	(24) (33)	REMARKS	

* ADT entering intersection

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11-13-79

ECT LOCATION (45 typewriter spaces) ty St., John Moore Road (Newport)	ADT	PRESENT 11,937*	FUTURE --	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 00025

WORK (35 typewriter gnal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 6885	SEQ. NO. (1)	I Projects Only POST MI.	DESIG.

Urban System	COUNTY NAME Lincoln	CODE 041	PROGRAM STAGE ☐ 1 OR ☐ 2
Newport	ROUTE NO. U FEDERAL-AID 6885	STATE City St.	U.S.

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"John Moore Rd. @ Corvallis/Newport Hwy."	0.0	9,900	8,726	1,174	--	ROW 60' normal; Access control-none; Parking Restrictions-none.
OW								
NST DE) PICS 031			0.0	50,000	44,074	5,926	--	
CL		PROJECT TOTALS	0.0	59,900	52,800	7,100	--	

OVAL DATES 10-4-79

REMARKS

* ADT entering intersection

- over -

USCOMM DUSCOMM-DC 48905-P61

John Moore Road @ Corvallis/Newport Hwy.(Newport)
Project No. M-6885(1)

Existing Facility:

FAU 6885 -- 23-foot A,C surface with 3-foot gravel shoulders
FAP 21 -- Basic 2-12 foot travel lanes with 14-foot left turn lane and 4-foot paved shoulders.
-- Traffic entering intersection from FAU 6885 controlled by stop signs and flashing light.

Project Data: Work under this project consists of the following.
1) Preliminary engineering all phases including utility preparatory work.
2) Install multiphase traffic signal and incidental work common to this type of project. Utility adjustments as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action under the provisions of paragraph 10e.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan
b) Location/Design -- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 1
2) Included in FY 80 Annual Program on Page 107 of the Prelminary 6 yr HIP.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-6890(1)

STATE PROJECT NO.: See below

COUNTY NAME: Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 00016

FROM:
G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 11-9-79

FEDERAL ROUTE NUMBER: FAU 6890

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
N.W. Nye Street - Oregon Coast Hwy. (Newport) Sect.

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work and archeological salvage
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-29-79 you are authorized to proceed with the work as shown above for a TEC of $12,800 with Federal participation limited to $11,282.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-9-79		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-918

November 7, 1979

AGR 4

City of Newport
City Hall
Newport, OR 97365

Attention: Patricia A. Plunkett
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2 /

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improvement of the Nye Street-Oregon Coast Highway Section of N.W. 11th Street in Newport.

Also attached is a fully executed copy of an agreement regarding traffic signals on the Corvallis-Newport Highway at John Moore Road in Newport.

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachments
bc: Don Harwell (agreements attached)

STATE OF OREGON **INTEROFFICE MEMO**

O: H. S. Coulter
State Highway Engineer

DATE: August 15, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Urban System Project

The City of Newport is requesting a $55,000 project to install traffic signals at the intersection of John Moore Road and the Corvallis-Newport Highway. Left-turn lanes for east and west bound traffic on the Highway were recently constructed. The proposed 5-phase signals will provide the necessary traffic control at the intersection. State will perform preliminary and construction engineering, and will provide all the local match funds for the project. The attached sketch map indicates the location of the project. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share
Newport	John Moore Road (FAU 6885) @ Corvallis-Newport Highway	$55,000	$48,400	$6,600

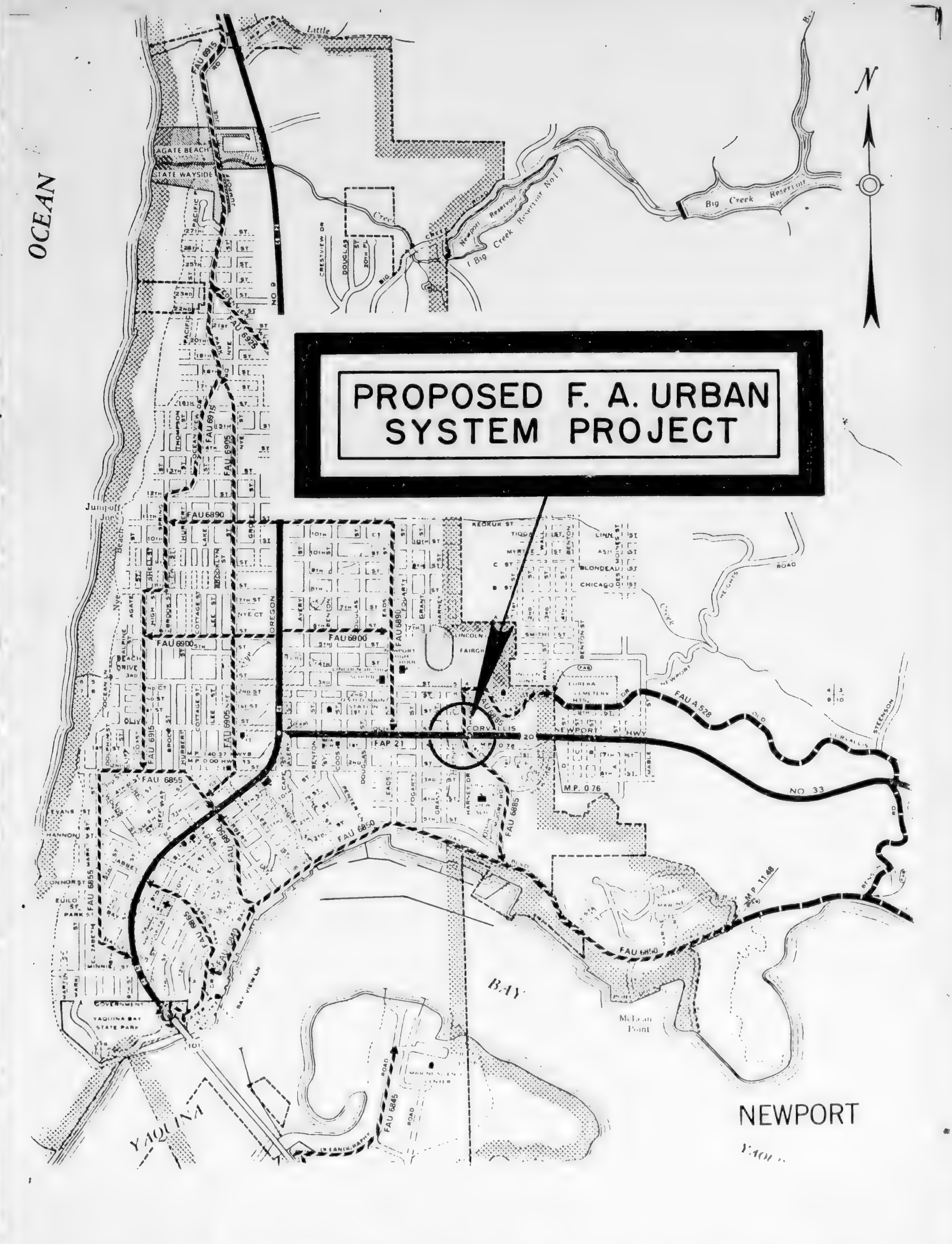
Region 2 and this office investigated the proposed project confirming its validity and financing under the Urban System Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
State Highway Engineer

Date 8/15/79

GEZ:pf
Attachment


PROPOSED F. A. URBAN SYSTEM PROJECT

OCEAN
N
AGATE BEACH
STATE WAYSIDE
Big Creek Reservoir
Newport Reservoir
Big Creek Reservoir No. 1
Little
Creek
FAU 6915
FAU 6925
FAU 6905
FAU 6890
FAU 6900
FAU 6855
FAU 6850
FAU 6885
FAU 6845
FAU A 528
FAP 21
CORVALLIS
NEWPORT
HWY
20
NO. 33
M.P. 0.76
M.P. 11.48
Jumpoff Joes
Nye Beach
KEORUK ST
TIOGA ST
MYRTLE ST
C ST
LINN ST
ASH ST
BLONDEAU ST
CHICAGO ST
EUREKA CEMETERY HTS
EVANS ST
HANNON ST
CONNOR ST
EUILO ST
PARK ST
YAQUINA BAY STATE PARK
GOVERNMENT
101
BAY
McLean Point
YAQUINA
NEWPORT

November 7, 1979

AGR 4

City of Newport
City Hall
Newport, OR 97365

Attention: Patricia A. Plunkett
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7152

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improvement of the Nye Street-Oregon Coast Highway Section of N.W. 11th Street in Newport.

Also attached is a fully executed copy of an agreement regarding traffic signals on the Corvallis-Newport Highway at John Moore Road in Newport.

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachments
bc: Don Harwell (agreements attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 10, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Urban System Project

City of Newport is requesting a $95,000 project to construct a two-block section of new street on 11th Street. The project will provide a 40-foot curbed section and traffic signals at the Oregon Coast Highway. The existing right-of-way is 60-feet wide and appears adequate for the proposed improvements. State will perform preliminary and construction engineering. The location of the project is indicated on the attached sketch map. In summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share
Newport	N.W. Nye St.-Oregon Coast Hwy., N.W. 11th St., FAU 6890	$95,000	$83,600	$5,700

Region 2 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

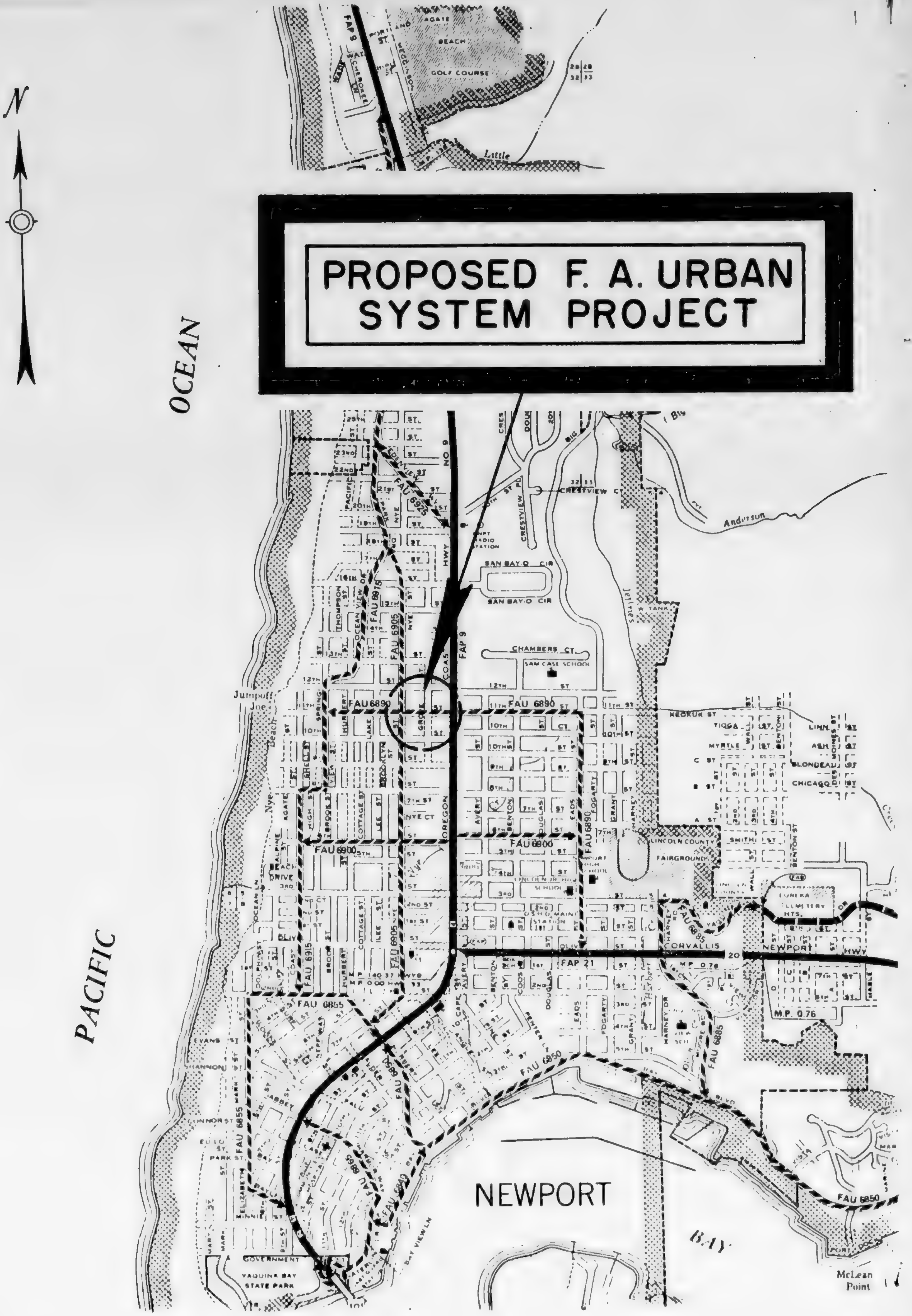
APPROVED BY:

H S Coulter
State Highway Engineer

Date 9/11/79

GEZ:pf
Attachment

81-125-1387



PROPOSED F. A. URBAN SYSTEM PROJECT

N
PACIFIC
OCEAN
NEWPORT
BAY
AGATE BEACH GOLF COURSE
Little
Anderson
CRESTVIEW CT
SAN BAY-O CIR
CHAMBERS CT.
SAM CASE SCHOOL
Jumpoff Joe
Nye Beach
LINCOLN COUNTY FAIRGROUNDS
EUREKA CEMETERY HTS.
CORVALLIS
NEWPORT HWY
YAQUINA BAY STATE PARK
GOVERNMENT
BAY VIEW LN
McLean Point
FAP 9
FAP 21
FAU 6890
FAU 6900
FAU 6905
FAU 6915
FAU 6915
FAU 6925
FAU 6855
FAU 6850
FAU 6885
FAU 6860
FAU 6865
M.P. 0.76
M.P. 140.37
M.P. 0.00
20
101

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

October 29, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 00016
Project No. M-6890(1)
N.W. Nye St.-Oregon Coast Hwy.(Newport) Sec.
Lincoln County

Enclosed is data for the subject project.

I hereby request the following:

(1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $12,800 with an obligation of $11,282 in federal funds.

CL:sr
cc:C. O. Fredrickson (Region 2)
G Zehner

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

10-29-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 City St., N.W. 11th St. (Newport) 65	ADT	PRESENT 0*	FUTURE 3,000 (66) (70)	YEAR 99 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 P.E., GR.,DR., PAVE & TRAFFIC SIG. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 M- 23	NUMBER 7 6890

D 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Lincoln			
	NAME OF URBAN AREA 17-31 Newport	ROUTE NO. U	FEDERAL-AID 6890 (32)	STATE City St. (36) (37)	U.S

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"N.W. Nye St.-Oregon Coast Hwy(Newport) Section"	0.13	12,800	11,282	759	759(City)
5					ROW							
5					CONST (CODE) 6201			0.13	87,200	76,818	5,191	5,191(Ci

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.13	100,000	88,100	5,950	5,950(Ci
1	14	PROGRAM APPROVAL DATES 10-4-79			(16) (23)	(24) (33)	REMARKS	

*No existing facility

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

10-29-79

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

ROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., N.W. 11th St. (Newport) 65	**ADT**	0*	3,000 (66) (70)	99 (71) (72)	10	Oregon	41 (2) (3)	032 (4) (9)	00016 (14) (18

								PROJECT NUMBER			I. Projects Only
ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER (S)	NUMBER	SEQ. NO.	POST MI. DESIG.
., PAVE & TRAFFIC SIG. 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 M- 23	7 6890	(1) 13	(24) (26) 27

DS Urban System

Newport

COUNTY NAME Lincoln CODE 041 (14) (16)

ROUTE NO. U

FEDERAL-AID 6890 (32)

STATE City St. (36) (37)

U.S. -- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"N.W. Nye St.-Oregon Coast Hwy(Newport) Section"	0.13	12,800	11,282	759	759(City)	
ROW								
CONST (CODE) 6201			0.13	87,200	76,818	5,191	5,191(City)	ROW-60' minimum; Access Control-None' Parking Restrictions-None.
D BY	C.L	PROJECT TOTALS	0.13	100,000 (16) (23)	88,100 (24) (33)	5,950	5,950(City)	

ESTIMATED PROJECT COST BY PHASES

REMARKS

APPROVAL DATES 10-4-79

*No existing facility

-over-

USCOMM DUSCOMM-DC 48

N.W. Nye St.-Oregon Coast Hwy (Newport) Section

Project No. M-6890(1)

Existing Facility: Dedicated street right of way only, no existing roadway

Adjacent Sections:
W. End...36-foot A.C. surface
E. End...Jct. with Oregon Coast Hwy.(Fap 2)

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.
2) Construct 40-foot curbed roadway which work consists of grade, drain and high type pave and installation of a multiphase traffic signal at the intersection of the Oregon Coast Hwy. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on May 21, 1979

FHPM 7-7-5 Requirements:

a) Public Hearings......Not required under Oregon Action Plan.
b) Location/Design......Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 1
2) Added to 6 yr. HIP on September 11, 1979.

105-P8

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAU PROJECTS					
John Moore Road(FAU 6885) at Corvallis-Newport Hwy. Newport	$55,000	$48,400	$6,600	-	8/15/79
SOS PROJECT					
N. Fork John Day River (Ritter Road) Bridge		CANCELLATION			8/22/79

September 6, 1979

H. S. Coulter
H. S. Coulter
State Highway Engineer

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-6537
DEPT. TELEPHONE

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

ATTN: Gary Zehner

DATE: August 28, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signal Warrant Information
Oregon Coast Highway at 11th Street
Newport

Some time ago, you asked if the subject location met signalization warrants. A check of our files showed that Region had conducted a field investigation at US101 at 12th Street. Their report indicated that the Interruption of Continuous Traffic Warrant was met. Their recommendation was to signalize 11th Street due to planned changes in traffic patterns on city streets not under our jurisdiction, along with the fact that 12th Street formed an off-set cross-type intersection.

Additional details are now available (see attached correspondence dated August 21, 1979). A map is attached to assist in understanding the proposed traffic pattern changes.

At this point, we have no way of knowing if 11th Street would actually meet any standard traffic signal warrants if all the planned changes were to occur. It would, however, appear very likely that 11th Street would meet the interruption warrant if all the proposals were materialized and were successful.

On that basis, this office concurs with Region that given these circumstances signalization would be warranted.

L E George

L. E. George
Traffic Engineer

GLC:jrb

cc: C. O. Fredrickson

PROJECT MANAGEMENT BRANCH
PRE 9

~~Glen C.~~

FORM 81-714-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 21, 1979
Salem, Oregon

FILE: T 9-28

David R Weaver

FROM: David R. Weaver
REGION II TRAFFIC ENGINEER

SUBJECT: 11th and 12th Streets
City of Newport

TO: L. E. George
TRAFFIC ENGINEER

The following comments are offered regarding the intersections of 11th Street and 12th Street north in the city of Newport. The intersection of 12th Street met the interruption of continuous traffic warrant but is an offset intersection. The Newport reservoir is located on Big Creek Road in northeast Newport. This road facility goes into 12th Street approximately five blocks east of the Oregon Coast Highway. Some land development is ongoing in the present time at this location. To reduce the traffic flow around the school north of 12th Street about three blocks east of the Oregon Coast Highway the city of Newport plans on modifying the stop signs locations to encourage traffic to go one block south to 11th Street and modify the signing on 11th Street to encourage through traffic to the Oregon Coast Highway. Stop signs will be placed at 12th Street and Benton Street and at Fogarty Street to discourage through traffic. Right turn only will be permitted from the east side of 12th Street onto the Oregon Coast Highway. This should encourage most of the traffic now using 12th Street to use the intersection of 11th Street for access to the Oregon Coast Highway. On the westerly side of the Oregon Coast Highway when 11th Street is completed through to the Oregon Coast Highway a turn restriction will also be placed for right turn only from 12th Street.

The City of Newport fire department is currently planning and funding a new fire station and public protection building on 10th Street west of the Oregon Coast Highway. While the majority of calls for services will involve a right turn movement onto the Oregon Coast Highway from 10th Street, it will still be necessary for the fire vehicles to left turn onto the Oregon Coast Highway. When 11th Street is completed through to the Oregon Coast Highway, it will serve as the northbound access route. The city has not yet to this office requested Opti-Com for control of a signal.

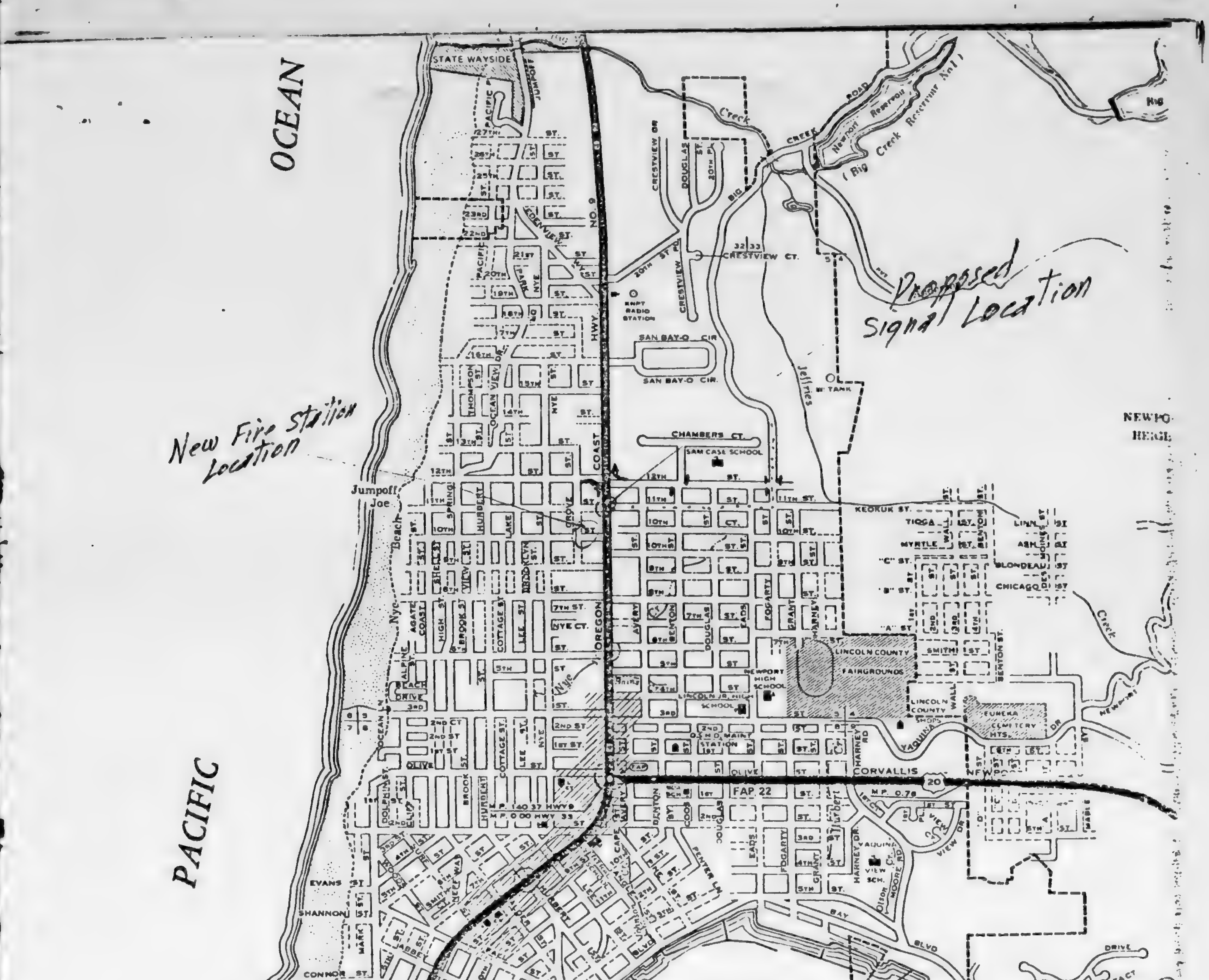
For the above reasons, it is recommended that the city be permitted to fund a traffic signal at NW 11th Street on US 101.

NOTED
DON WAGNER

DRW/rgl
cc: Howard Johnson

RECEIVED
AUG 2 [illegible] 1979
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER


Proposed Signal Location
New Fire Station Location
Newport
PACIFIC
OCEAN
YAQUINA
BAY
Jumpoff Joe
STATE WAYSIDE
Big Creek
Newport Reservoir
Big Creek Reservoir No. 1
CRESTVIEW CT.
SAN BAY-O CIR.
CHAMBERS CT.
SAM CASE SCHOOL
KNPT RADIO STATION
OREGON COAST HWY. NO. 9
NEWPORT HIGH SCHOOL
LINCOLN JR. HIGH SCHOOL
LINCOLN COUNTY FAIRGROUNDS
LINCOLN COUNTY SHOPS
EUREKA CEMETERY HTS.
CORVALLIS
FAP 22
20
YAQUINA VIEW SCH.
NEWPORT HEIGHTS
YAQUINA BAY STATE PARK
GOVERNMENT
BAY BLVD
PORT DOCK
McLean Point
101
MARINE SCIENCE CENTER
OCEANOGRAPHY
TRAILER PARK
SOUTH BEACH
DRIVE-IN THEATER
WAYSIDE
EVANS ST.
SHANNON
CONNOR ST.
EUILO
PARK ST.
BAYLEY
MINNIE
MARK
MARTIN

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-6537
DEPT. TELEPHONE

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

ATTN: Gary Zehner

DATE: August 13, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Investigation
Corvallis-Newport Highway No. 33 at S.E. John Moore Road
City of Newport

A traffic signal investigation has been conducted at the intersection of the Corvallis-Newport Highway and S.E. John Moore Road. The criteria for the Minimum Vehicular Volume Warrant, as set forth in the Manual on Uniform Traffic Control Devices are met.

As a result of the investigation, it is recommended that you proceed with the FAU Project and a five-phase signal, at an estimated cost of $60,000, be installed.

L E George
L. E. George
Traffic Engineer

DKH:jrb

cc: C. O. Fredrickson

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
AUG 15 1979
REFERRED TO N
FOR
FILE: PM FA LG.

INVESTIGATION
TRAFFIC SIGNAL WARRANTS

SE John Moore Road at
Corvallis-Newport Hwy 33
M.P. 0.51
August 1, 1979

Based upon the results of the accident analysis and traffic signal warrant comparison sheet, it is recommended that installation of a traffic signal should be considered and this intersection be placed on the priority list.

The intersection of SE John Moore Road with Corvallis-Newport Hwy 33 is within the city limits of Newport but outside the central business district. There are no businesses on any of the four quadrants of the intersection. The south approach of S.E. John Moore Road leads to and from the waterfront area and is one way into and out of the Embarcadero, a motor hotel and marina. The north approach of SE John Moore Road, which is called Harney Road, is one way into and out of the fairgrounds. This approach has an extruded curb on both sides and a walkway on the west side with an additional curb further west by approximately five feet.

John Moore Road and Harney Road have one lane of traffic in either direction. Corvallis-Newport Hwy has two lanes of traffic, starting at this point and going east. The westbound traffic is in one lane. In addition, Corvallis-Newport Hwy has a painted Left turn refuge both east and westbound and a right turn lane to Harney Road from the east. The intersection is presently signed as a two-way stop with a blinking red light on the SE John Moore Road approach and the Harney Road approach. The Corvallis-Newport Hwy has a blinking amber in both the east and west approaches.

A 16-hour manual traffic count taken on May 22 and 23, 1979 indicates that 11,937 vehicles entered the intersection in a 24-hour period. Of the total traffic, five percent entered from the north, 14% entered from the south, 38% entered from the east, and 43% entered from the west. Four percent of the traffic from the east turns right onto Harney Road, eight percent turns left onto SE John Moore Road with 88% continuing through the intersection westbound. Of the traffic from the west, 23% turned right onto SE John Moore Road, five percent turned left onto Harney Road, with 72% continuing through the intersection eastbound. Of the traffic from the north, 44% turned right onto Corvallis-Newport Hwy, 30% turned left onto Corvallis-Newport Hwy, with 26% continuing through the intersection to SE John Moore Road. Of the traffic from the south, 18% turned right onto Corvallis-Newport Hwy, with nine percent continuing through the intersection to Harney Road, and 73% turned left onto Corvallis-Newport Hwy.

The traffic accident history from 1-1-74 through 12-31-78 indicated that five accidents have occurred at this intersection during that period of time. There were eight personal injuries. One accident in which there was no personal injury occurred within the last 12 months of the study period. Most of the accidents were of a type considered to be preventable by a traffic signal.

The traffic signal warrant comparison sheet indicates that minimum vehicular volume warrant was met. Non of the other warrants were met at any time during the study. The interruption of continuous traffic warrant met six out of eight hours. Traffic volumes were computed at 106% of recorded, as May volumes are 94% of average ADT.

The population of Newport, Oregon, is less than 10,000. Consequently, 70% of the standard warrants were used.

DB/rgl

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: C. O. Fredrickson
Region II Engineer

DATE: August 9, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Request for Signal Warrant Data
NW Nye Street-Oregon Coast Highway Section of NW 11th Street
(FAUS 6890)
Newport

The subject city project includes a traffic signal at NW 11th Street on US101.

Dave Weaver, Region Traffic Engineer, conducted a signal warrant investigation at 12th Street in 1978. It was found that 12th Street met the Interruption of Continuous Traffic Warrant; but due to the offset nature of the intersection, it was suggested that 11th Street be signalized instead.

In a conversation earlier this week, Dave mentioned some turning restrictions planned by the city at 12th Street. It would be appreciated if you would send us any information you have concerning these turning restrictions and any other factors which would help justify the signal at 11th Street. This information is required to obtain Federal Highway Administration approval.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Enginee

DKH:jrb

cc: D. H. Moehring

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
July 23, 1979
Salem, Oregon

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: D. H. Moehring
Assistant State Highway Engineer

SUBJECT: NW Nye St.-Oregon Coast Hwy (Newport) Section
NW 11th Street
Newport Urban Area

Attached are the project requests, project environmental assessment, traffic signal investigation report, Authority for Survey, and estimate of Region costs for subject project.

The attached assessment is informational. Region Environmentalist, Eddie Welsh, will submit the original through the Environmental Section.

Since receipt of the project request, city has completed filling the gully between Nye and Grove Streets; bringing the fill to rough grade. City intends to construct curbs.

Region office concurs with the project. Please process the documents through normal channels for approval.

POS/rgl

7-26 79
cc [illegible] P. [illegible]
to Susan
[illegible]
[illegible]
[illegible] [illegible]ts

⑨

Jerry
FHA

(NWN 0001)

[illegible] 734-2039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section NW-Nye St.-Oregon Coast Hwy (Newport)

Highway NW 11th Street FAU 6890

County Lincoln

Date July 19, 1979

Authorization No. 1

Survey Prefix 321-1995 (Assigned by Salem office)

Description of termini, route, length, etc.:

Two block (660') section of NW 11th Street from NW Nye Street to the Oregon Coast Highway in the Newport Urban Area.

Purpose of survey:

Prepare plans, specifications, and cost estimate for constructing two block section of city street and installation of three phase traffic signals at the intersection of NW 11th Street and Oregon Coast Highway.

M-6890(1)
11-9-79

Estimate of cost:

Resident Engineer	(901)	$2,000	Utility Liaison	(914)	300
Final Design	(905)	2,500	Project Management	(920)	200
Soils & Geology	(910)	1,550	Specifications	(921)	1,200
Traffic	(911)	4,250	Adm. Serv. (Eng.)	(922)	200
			Environmental	(923)	600

Total estimated cost of survey $12,800

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: Field Engineer

Recommended for Approval: C. O. Fredrickson Regional Engineer

Recommended for Approval: Frank E. Peopin Location Engineer

Approved: E. S. Hunter Assistant State Highway Engineer

RECEIVED
OCT 30 1979
LOCATION SECTION

SP*19760-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
July 18, 1979
Salem, Oregon

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: John Moore Road @ Corvallis-Newport Highway Section
Newport Urban Area

TO: D. H. Moehring
ASST. STATE HIGHWAY ENGINEER

Attached is the Project Request and Environmental Assessment for subject section.

The Project Environmental Assessment is informational. Eddie Welsh, Region Environmentalist, has determined the project falls under the statewide assessment for traffic signals and an assessment is not required.

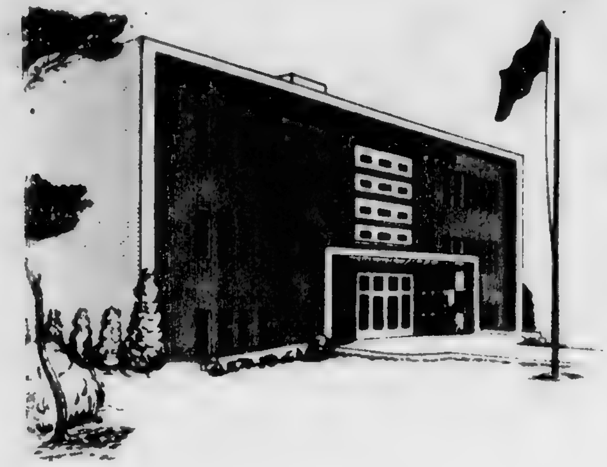
Traffic warrants have been investigated by Region Traffic personnel and have been determined to be met under the 70% standard warrants due to 85 percentile speed in excess of 40 mph.

Region office concurs with the project. Please process the document through normal channels for approval.

POS/gl
attachments

7-20-79
cc Project [illegible]
to Susan

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☒
JUL 19 1979
REFERRED TO [illegible]
FOR FAI
FILE: PM FA [✓ LG.]



Board of County Commissioners

Albert R. Strand, Chairman
Andy Zedwick, Commissioner
W. S. Ouderkirk, Commissioner

COUNTY OF LINCOLN

Newport, Oregon 97365

[illegible] 6th, [illegible]

Mr. Donald A. Davis
City Manager
City of Newport
810 S. W. Alder
Newport, Oregon [illegible]365

Dear Mr. Davis:

The Board of Commissioners have [illegible] your letter [illegible], at their Commission Meeting [illegible] have [illegible] the two [illegible] you are proposing for the City [illegible] [illegible]. The construction being planned [illegible].

The first project being [illegible] and N. W. 11th St. and the [illegible] to N. W. Nye Street.

The second priority [illegible] Hwy. [illegible] and John Moore Drive.

The plans appear to help [illegible] the safety factor of the [illegible].

[illegible]

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section John Moore Road @ Corvallis - Newport Highway (Newport)

Date February 20, 1979

Unit (if appl)

County Lincoln

City Newport

Highway ~~20 (FAP 22)~~ John Moore Road

~~State~~ Hwy. No. FAU 6885

Termini: M.P. (if appl) Intersection of Hwy 20 and John Moore Drive

Length

Region 2

Construction Estimate $55,000.00
Program Amount

B. Purpose of Project:

To provide adequate signalization at the intersection of Hwy 20 and John Moore Drive

---

C. Origin & History of Project:

The Newport City Council selected this project as its number two priority F.A.U. project on July 5, 1978.

Left turn refuge for both east and west bound traffic on Highway 20 was provided recently as the first step in relieving the congestion at this intersection.

D. General Description of Project:

Placement of a 5-phase traffic signal at the intersection of John Moore Drive and Hwy 20 (span wires preferred)

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ______

Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ______

Traffic: Existing Facility: Existing ADT 8300 ; Projected ADT 15,000 ; Yr. 2000
(0.01 mile east of Eads Street)
Existing Level of Service ______

Proposed Facility: Projected ADT 15,000 ; Yr. 2000

Projected Level of Service ______

Right of Way: Additional anticipated__no__; if yes, give approx. No. Parcels________
Yes, No

Acres________; Type of Relocation Req.__________________; No.__________

Materials Source, Borrow, Waste Disposal Requirements, if any:

NONE

Type of Structure(s):

NONE

Brief Description of River or Stream and Type of Involvement, if any:

NONE

Local City, County or COG priorities of project:

Number two priority F.A.U. project for City of Newport

FHWA and/or OSHD approvals given, if any:

NONE

Location or Design Alternatives (identify and describe):

NONE

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The area immediate to the intersection has considerable ground vegetation along with spruce and alder trees. On the southwest is a dirt playground for the First Christian Church, and on the southeast an asphalt parking lot for the Elks Club. No trees or vegetation will be displaced.

2. Cultural:

The area to the south is largely residential in nature. To the northwest and northeast the zoning is C-3 (Heavy Commercial). Road and Driveway Asphalt Company is nearby on NE Harney Road. John Moore serves access to the bayfront; Highway 20 is the major link to Toledo and the Willamette Valley. NE Harney Road serves as access to the county shops and fairgrounds and also the city shops.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Not applicable

2. Estimated Impact on Traffic Patterns:

Provide more orderly and safer movement

Consequences--Air Quality, Noise, Safety, etc.:
Improved safety

3. Estimated Impact on Land Use:
None

Consequences:

4. Expected Impact on Natural Ecological Resources:
NONE

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

No critical environmental problems foreseen

7. Potential for Controversial Issues:

None foreseen

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Excellent

b. Noise Standards

Excellent

c. Water Quality Standards

Excellent

d. Area Land Use and Transportation Plans, and Zoning

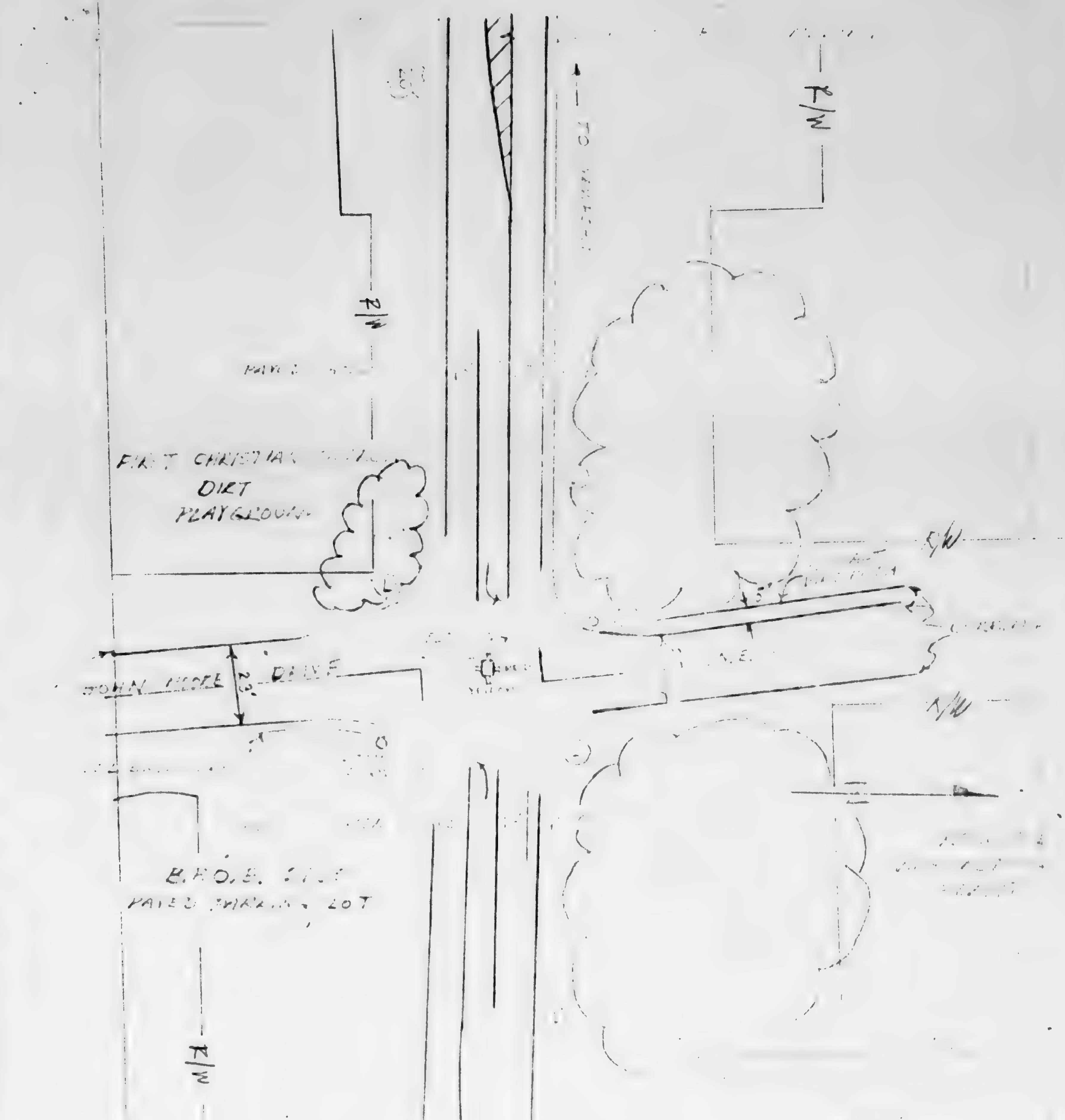
Excellent

C. Recommended Type of Action and Documentation:

------,-----MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 ____ 3 ____ 4


R/W
TO
R/W
FIRST CHRISTIAN
DIRT
PLAYGROUND
R/W
5'
R/W
JOHN MOORE
23'
DRIVE
N.E.
R/W
B.P.O.E.
PAVED PARKING LOT
R/W
R/W

FEDERAL AID PROJECT REQUEST

Date February 19, 1979

Applicant Agency CITY OF NEWPORT, OREGON

Request for: Off-System _____, FAS-C _____, FAUS X Project

Federal Aid Route No. 6885 Route Name John Moore Road ~~& Highway 20~~

Project Name ~~Signalization of John Moore Drive and Highway 20~~

John Moore Road @ Corvallis-Newport Highway (Newport) Section

Project Length _____ Project Location (Attach sketch map)

Project Description Construction of 5-phase traffic signal at the intersection of John Moore Drive and Highway 20.

Average Daily Traffic 8,300 (1976) Design Speed 30 MPH (Hwy 20)
(.01 mile east of Eads Street)

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

John Moore Drive

Width 23 feet Travel Lanes 2 Shoulders approx. 3' (gravel)

Medians none Parking uncontrolled

Sidewalks none

Remarks See sketch for NE Harney Street data

2. Existing Highway 20 ~~Design~~ Roadway Cross Section: (Attach sketch)

Width 25, 36 Travel Lanes 2, 3 Shoulders Gravel, 2-3 feet Paved, 3-5 feet

Medians yes, painted Parking uncontrolled

Curbed no Length Curb Radii _____

Sidewalk/Bikeway none

Remarks _____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

	General	Minimum	Maximum
N.E. Harney	60'	60'	60'
Highway 20 General Width	130' or 235'	130'	235'
John Moore	60'	60'	60'

2. Has right-of-way been acquired for this project subsequent to January 2, 19

Yes _____ No X

3. Will additional right-of-way be needed? Yes _____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____

Remarks _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Stop signs on NE Harney, John Moore Drive. Flashing signal at intersection center.

2. **Proposed Signalization:**

Location intersection of Highway 20 and John Moore Drive

Type

Phases 5

Type of Suspension span wires preferred

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? applicant

4. **Permanent Striping:**

Include in project or by applicant? applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Several normal 21,000 M.V. Street lights, see sketch for approximate locations.

2. **Proposed Illumination:** NONE

Location

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:** NONE

Location

Type

Approach Roadway Width Shoulder Width Bridge

Length Width

To remain in place?

2. **Proposed Structure:** NONE

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired?__________

Are any utilities to be attached to structure?__________

Are provisions for illumination desired?__________

Are there any unusual or complicating conditions?__________

Remarks__________

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

   Name of Railroad__________
   Existing Crossing Protection__________

2. Will existing railroad crossing be altered?__________

   Remarks__________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	City Manager Office
2.	Environmental	City Manager Office
3.	Public Hearing	City Manager Office

Remarks__________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No X
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 0
Right-of-way costs (if participating)	0
Traffic control	0
Illumination	0
Structures	0
Railroad	0
Other 5-phase signal	50,000.00
Preliminary engineering	5,000.00
PROJECT TOTAL	$ 55,000.00

Remarks

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Newport, Oregon and/or Lincoln COUNTY

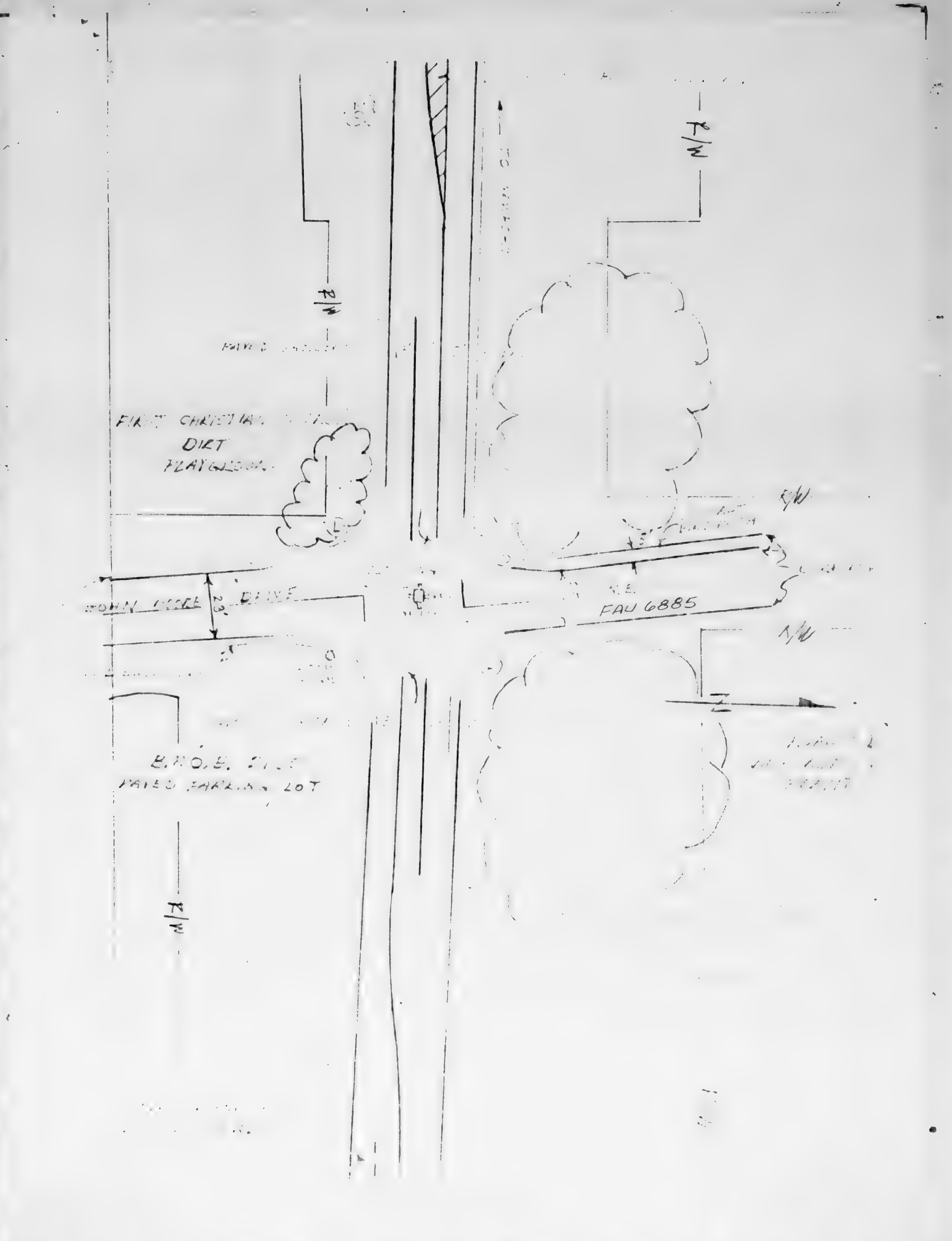
By Donald A. Davis

By City Manager

By

By

By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FIRST CHRISTIAN
DIRT
PLAYGROUND
JOHN
DRIVE
23'
B.P.O.E.
PAVED PARKING LOT
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R/W
5'
N.E.
FAU 6885
R/W

(CNH-0001)

4

Form [illegible]

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section John Moore Rd. @ Corvallis-Newport Hwy (Newport)

Date July 17, 1979

Highway John Moore Rd. FAU 6885

Authorization No. 1

County Lincoln

Survey Prefix 321-1996 (Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection of John Moore Road and the Corvallis-Newport Highway in the Newport Urban Area.

RECEIVED
NOV 28 1979
ACCTG. CONT[illegible]

M-6885(1)
11-9-79

Purpose of survey:

Prepare plans, specifications, and cost estimate for a five phase traffic signal installation.

RECEIVED
[illegible] 2 1979
LOCATION SECTION

Estimate of cost:

Resident Engoneer	(901)	$3,000	Recon. & Hydrology	(918)	200
Final Design	(905)	1,000	Project Management	(920)	200
Traffic	(911)	3,500	Specifications	(921)	1,200
Utility Liaison	(914)	400	Adm. Serv. (Eng)	(92[illegible])	200
			Envirmental	(923)	200

[illegible]

Total estimated cost of survey	$9,900
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Field Engineer

Recommended for Approval: C. D. Hedrickson
Regional Engineer

Recommended for Approval: Frank E. Pespin
Location Engineer

Approved: E S Hunter
Assistant State Highway Engineer

SP*19760-734

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project M-6890(-)
Project Assessment
N.W. Nye St.-Oregon Coast Hwy. (Newport)
Lincoln County

DATE: May 21, 1979

In reply refer to: HFO.2-OR

FROM : G. L. Green, Division Administrator

TO : Mr. G. A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with your May 10, 1979, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green
for

cc:
ODOT (Proj Mgmt)
OSHD (Reg 2, Env)

ENVIRONMENTAL SECTION
May 24, 1979

cc:
D. H. Moehring (1) - Project Management
J. B. Boyd (3) - Right of Way
L. E. George - Traffic
W. J. Hart - Structures
C. T. Keasey - Construction
J. H. Versteeg (4) - Engineering
F. E. Terpin (3) - Location
George Bell - Public Affairs
Surfacing Design - Lab Bldg.
C. O. Fredrickson - Region 2 Engineer
H. C. Johnson - District 4 Engineer
William Fretwell - Region Geologist
Gerald Wimer - Project Management
B. L. Gifford (2) - Project Management
Eddie Welsh - Region 2 Environmentalist

5-30-79
NO PROJECT REQUEST

M-6890(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 23, 1979

Section NW Nye St.-Oregon Coast Hwy. (Newport)

County Lincoln

City Newport

Highway NW 11th Street

State Hwy. No. FAU 6890

Termini: M.P.(if appl)

Length 600 feet

Region 2

Construction Estimate $95,000
Program Amount

B. Purpose of Project:

To construct a two block section of NW 11th Street, extending 11th Street from NW Nye Street to the Oregon Coast Highway. Installation of a traffic signal at the Coast Highway intersection also is a part of the proposal.

C. Origin & History of Project:

Extension of NW 11th Street was indicated in the areawide TOPIC plan of 1973 (FA-T-5021), and is proposed as an east-west arterial in the northerly sector of town. A Federal Aid Project Request dated February 19, 1979, was initiated by administrative action of the Newport City Council. A request for Authority for Survey has been forwarded for processing.

D. General Description of Project:

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 0 ; Med. 0 ; Shldrs. 0 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 2

Traffic: Existing Facility: Existing ADT 0 ; Projected ADT 3000 ; Yr. 2000

Existing Level of Service N/A

Proposed Facility: Projected ADT 2000 ; Yr 1980

Projected Level of Service C

734-3953 (10-76)

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels______

Acres______; Type of Relocation Req.______________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Commercial sources are available to provide surfacing material. The need for borrow sources or waste disposal sites is not anticipated.

Type of Structure(s):

None involved.

Brief Description of River or Stream and Type of Involvement, if any:

None involved.

Local City, County or COG priorities of project:

Approved by the City of Newport City Council as priority No. 1 on their FAU projects schedule.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

The street is to be constructed within a dedicated street right of way. Design alternatives such as street grade and surfacing depths will be considered during the preliminary engineering study.

Other Descriptive Information or Comments:

A 40-foot curbed street section is proposed. This matches the existing street section east of the Oregon Coast Highway, but is 4 feet wider than the existing street west of the project. Sidewalks or bikepaths are not proposed at the present time.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is the rather flat to rolling terrace lying immediately above the ocean beaches. Soils are beach and dune sands with interstratisfied layers of gravel, silts, clay, and peat that generally cap terraces along the coast. The land form has been significantly altered by commercial and residential development. A rather deeply incised drainage way extends along the southerly side of the project area for approximately one and a half blocks. A dense growth of native riparian vegetation remains in this drainage way in areas that have not been filled in by development and the disposal of waste material. Stream flow in the drainage way is apparently from storm sewer outfalls.

2. Cultural:

Except for the drainage way along the southerly side of the street part way through the project area, the local culture is that common to a well developed urban area; commercial development extending along the Oregon Coast Highway with extensive residential development extending out to the east and west from the highway, occupying the relatively flat terrace lying between the ocean shore line and the steeper foothills of the coastal mountain range. The proposed street construction will extend through the commercial development adjacent to the Coast Highway and into the residential development to the west. Commercial development at the 11th Street intersection with the Coast Highway is confined to automotive sales and services. An automotive sales and service agency occupies the northerly side of the easterly half of the proposed street construction. A sales lot for the same automotive dealership is south of the street extending to the west to the edge of the steeply sloping banks of the drainage way. The west half of the project extends past a church sponsored school that has classrooms adjacent to the northerly street right of way between NW Nye Street and NW Grove Street. Classes are conducted in these rooms 5 days a week as well as on Sunday. NW Grove Street will

(Cont'd on attached)

2. Cultural (Cont'd)

intersect the proposed 11th Street extension from the north to form a "T" intersection. A dedicated right of way for NW Grove Street extends to the south, but is not developed as it would require extensive filling of the adjacent drainage way.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None required.

2. Estimated Impact on Traffic Patterns:

It is anticipated that approximately 2000 vehicles a day will use the newly constructed street. Traffic would be reduced on the paralleling NW 12th Street, and significantly increased on NW 11th Street west of the project area.

Consequences--Air Quality, Noise, Safety, etc.:

There will be an increase in noise levels on NW 11th St., potentially impacting the schoolrooms adjacent to the new street section and the residential area adjacent to the existing street to the west of the project. Installation of a traffic signal would improve safety at the proposed street intersection with the Oregon Coast Highway.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None identified.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None identified.

Consequences:

The construction area is partially covered with debris; there would be an improvement to local esthetics.

6. Preliminary Identification of Areas of Critical Concern:

Increased noise levels at the school.

7. Potential for Controversial Issues:

None anticipated.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Consistent.

b. Noise Standards
An evaluation of noise impacts will be required.

c. Water Quality Standards
Consistent.

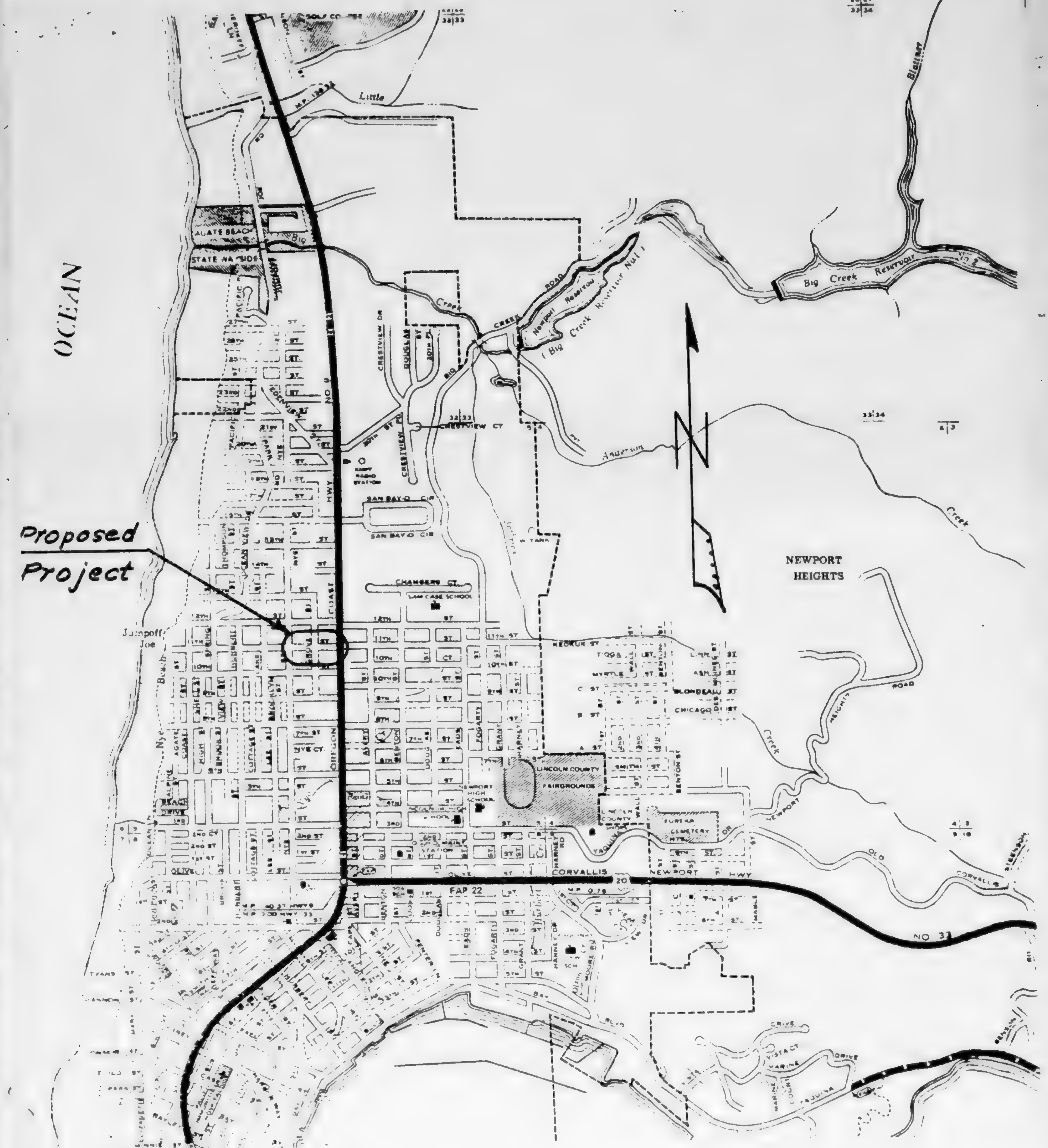
d. Area Land Use and Transportation Plans, and Zoning
Consistent.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		--X-NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
In accordance with FHPM 7-7-2, Paragraph 10, projects of this type are generally considered to be non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


Proposed Project
OCEAN
NEWPORT HEIGHTS
Big Creek Reservoir
Big Creek
Anderson Creek
Little
Jumpoff Joe
Nye Beach
CORVALLIS NEWPORT HWY
FAP 22
NO 33
LINCOLN COUNTY FAIRGROUNDS
NEWPORT HIGH SCHOOL
SAM CASE SCHOOL
CHAMBERS CT
SAN BAY-O CIR
CRESTVIEW CT
EUREKA CEMETERY
YAQUINA BAY STATE PARK
COAST
OREGON
HWY
NO 9
11TH ST
KEOKUK ST
CHICAGO ST
BLONDEAU ST
BAY BLVD
101

N.W. Nye Street - Oregon Coast Hwy. (Newport) Section
N.W. 11th Street
Lincoln County Oregon

Investigation
Traffic Signal Warrants
Oregon Coast Highway No. 9
M.P. 139.54
Intersection of N 12th Street
Newport, Oregon

September 20, 1978

The intersection of N 12th Street with the Oregon Coast Highway is within the northerly section of the central business district of Newport, Oregon. Fast food service outlets are in the northeast, northwest, and southwest quadrants of the intersection and a used car lot occupies the southeast quadrant. The Oregon Coast Highway is 64 feet wide and is a curbed street section with sidewalks. N 12th Street is 38 to 40 feet wide and is a curbed street section also. A sidewalk extends to the east from the intersection following the northerly side of N 12th Street. N 12th Street is offset at the intersection; the centerline of the easterly approach is approximately 60 feet southerly of the westerly approach centerline. The Oregon Coast Highway provides two lanes of traffic in either direction with the traffic lanes separated by a continuous left turn median. Parking is prohibited along this section of the Oregon Coast Highway. N 12th Street provides one lane of traffic in either direction with parallel parking on both sides. Visibility is good.

N 11th Street, one block to the south, is presently a "T" intersection with the Oregon Coast Highway, entering the Highway from the east. A westerly extension directly opposite the east leg is programmed for construction in 1979.

A 16-hour manual vehicle count taken on March 28-29 revealed that 17,998 vehicles entered subject intersection. Forty-six percent entered from the south, 44 percent entered from the north, 5 percent entered from the east, and 5 percent from the west. Approximately 6 percent of the traffic on the Oregon Coast Highway turns left at this intersection and 26 percent of the traffic on N 12th Street turns left as they enter the intersection.

Accident history at this intersection from 1-1-74 through 4-30-78 shows that 20 accidents have been reported at this intersection. Ten of these accidents are considered to be of a type that could have been prevented by a traffic signal. Two of these accidents occurred during the last 12 months of the study. There were 15 personal injuries involved in the 20 accidents; one of these occurred in the last 12 months of the study period.

The traffic signal warrant comparison sheet indicates that the Interruption of Continuous Traffic warrant is met for an 8-hour period. No other traffic warrants have been met.

Based upon the results of the accident history and the traffic signal warrant comparison sheet, it is recommended that a traffic signal be installed when funds permit. It is further recommended that the signal be installed at the intersection of N 11th Street with the Oregon Coast Highway as this proposed intersection would not have the disadvantages of the offset intersection at N 12th Street and would meet the Interruption of Continuous Traffic warrant requirements.

The population of the City of Newport is less than 10,000, and 70 percent of standard warrants were used.

EYW/gl
attachments

1980 Willow Ck. Br. (Heppner) 9143
Sec. of the Heppner Hwy. (Struc.)

File L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Douglas S.Coats, Inc. No. 9143	Willow Cr. Br. (Heppner) Morrow County	May 8, 1981
Columbia Pacific Construction Co. No. 9035	Molalla River (Goods) Bridge Clackamas County	May 8, 1981
Babler Bros., Inc. No. 9055	Zigzag River-Ski Bowl Frontage Road Clackamas County	May 8, 1981
Hamilton Electric,Inc. No. 9088	Klamath Falls-Lakeview Hwy. @ Avalon St. Klamath County	May 11, 1981
East County Electric Co. No. 9104	CBD Signal System Expansion (Portland) Multnomah County	May 11, 1981
Roy E. Ladd,Inc. & Carl R. McConnell No. 8808	SE Yamhill St.-SE Powell Blvd. Multnomah County	May 12, 1981
Coral Const. Co. No. 9082	E. Fremont Intchge.-SW Corbett Ave. U'Xing & Stadium Fwy. Multnomah County	May 13, 1981
Wildish Corvallis Construction Co. No. 9032	Elm St.-34th Ave. (Albany) Linn County	May 15, 1981
Wagner Const. Co. No. 9122	Justice Center, Phase 1 Multnomah County	May 20, 1981
Tice Electric Co. No. 9140	Clackamas Hwy. @ Freeman Ave. (Milwaukie) Clackamas County	May 21, 1981
Select Contractors,Inc. No. 9184	Lane Co. Pavement Marking Project #3 Lane County	May 28, 1981

Contractor and Contract No.	Section & County	Acceptance Date
J. C. Compton Co. No. 9022	Twin Meadows Rd.-Santiam Jct. Linn County	May 29, 1981
Poe Asphalt Paving, Inc. No. 9116	Bully Cr. Rd.-Ritter Jct. Grant County	June 1, 1981
W. R. Grasle Co. No. 8711	SW Pine St.-SW Madison St. (Portland) Multnomah County	June 4, 1981

June 4, 1981 C T Keasey

C. T. Keasey
Asst. State Highway Engineer

9143

L.

May 12, 1981

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, WA 98401

CON 5
#9143

Gentlemen:

Contract No. 9143 awarded to Douglas S. Coats, Inc., for the Willow Creek Bridge (Heppner) Section of the Heppner Highway in Morrow County was completed on February 12, 1981, and accepted by the State Highway Division on May 8, 1981.

Final payment in the amount of $1,254 will be released to the contractor after May 18, 1981. The total contract amount is $90,714 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

Willow Creek Bridge (Heppner)
Contract No. 9143
Heppner Hwy.

Prefix No. 25-4208 52
Morrow County
Bobby D. Johnson, Res. Eng.
State Project

NARRATIVE REPORT

The contract for this project was awarded on June 4, 1980,work commenced on July 30, 1980.

Contractor erected temporary signs substanteally as per plans & spec..

Excavation of footings went as per plans except for Bt. 2, Rt., where solid rock was encountered 4.5' above plan elevation, footing was poured full depth into Rock & was 1.5' above plan elevation.

Alterations to existing structure were carried out as per plans & spec. with no problems, traffic was controlled by flaggers, cones, & temporary railing. One way traffic was kept to a minimum.

Slabs were placed & elevations matched very well with existing structure.

All Rip-Rap & Grouted Rip-Rap was completed as per plans & spec.

The Bridge Rail Posts were fabricated with the wrong spacing on bottom two holes, they had to be machined out to proper spacing. The rectangular washers for Bridge Rail were also fabricated wrong, but as per plans. P. A. # 1 was to purchase washers from supplier & pay for labor for work on posts.

Job was completed on November 13, 1980, within time limit.

Over all this project went well, with no major problems, city & local residents seem satisfied with finished project.

Maint. forces will pave over structure next paving season.

Respectfully submitted,

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

1 ✓
2
AS 6724

Willow Creek Bridge (Heppner)
Prefix No. 25-4208
Contract No. 9143

Morrow County
Heppner Highway
Bobby D. Johnson, Res. Eng.

STATEMENT OF OVERRUNS AND UNDERRUNS

	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	% + or -
Bid Items	$ 94,930.00	$ 90,434.80	-4.7%
Contingencies	4,271.85	525.20	-87.7%
Engineering	9,493.00	9,610.00	+1.2%
TOTALS	$108,694.85	$100,570.00	-7.5%

Respectfully Submitted,

Bobby D. Johnson

Bobby D. Johnson, Res. Eng.

Willow Creek Bridge (Heppner)

Prefix No.

Contract No. 9143

STATEMENT OF OVERRUNS AND UNDERRUNS

B. I. No.	Bid Item	Original Est.	Semi-Final Est.	% + or -
3	Temp. Guard Rail, Type 1, Lighted	$1,500.00	$1,000.00	-33.3
	All required to complete project in safe manner & as per plans & specs.			
4	Temp. Cont. Traff. Rail Barrier, Lighted	$3,000.00	$1,750.00	-41.7
	All required to complete project in safe manner & as per plans & specs.			
5	Flagmen	$1,800.00	$695.00	-61.4
	Very little one-way traffic required on project.			
8	Structure Excavation	$1,075.00	$947.20	-11.9
	All required to complete project as per plans & specs.			
9	Structure Excavation below grade	$600.00	0	-100
	None required, all footings in solid materials as per plans & specs.			
10	Special footing Backfill	$1,100.00	$1,315.60	+19.6
	Extra material required to complete project insatisfactory manner.			
15	Grouted Rip-Rap	$2,400.00	$1,272.00	-47.0
	All required to complete project as per plans & specs.			

9143

No. 15

L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willow Cr. Br. (Heppner)

WEEK ENDING: Nov. 15, 1980

SECTION PREFIX: 25-4208

HIGHWAY: Heppner Highway

COUNTY: Morrow

NAME OF JOB: Willow Cr. Br. (Heppner)

KIND OF WORK: Structure

CONTRACTOR: Douglas S. Coats, Inc.

CONTRACT NUMBER: 9143

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 4, 1980

DATE WORK STARTED: August 1, 1980

ESTIMATED COMPLETION DATE: Nov. 13, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 150 CD

CALENDAR DAYS USED 150 CD

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 108,694.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 99,201.85

ENGINEERING AUTHORIZATION: $ 9,493.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 93,693.00

ENGINEERING COST TO DATE: $ 8,375.59

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%

ESTIMATED PERCENT UNDERRUN: 5.1 %

PERCENT OF AUTHORIZATION: 88 %

DATE PROJECT WAS COMPLETED: Nov. 13, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK.

1 backhoe

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	778A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9		1		
MONDAY 10	Cloudy	1		
TUESDAY 11	Cloudy	1		
WEDNESDAY 12	Cloudy	1		
THURSDAY 13	Cloudy	1		Second notification this date
FRIDAY 14	Snowy	0 1)		
SATURDAY 15		[illegible]		

RECEIVED
NOV 17 1980
CONSTRUCTION
BRANCH
Richards
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	No Activity
MONDAY 10	Contractor prepared end areas for base rock, stripped asphalt from existing deck and finished endwalls.
TUESDAY 11	Contractor installed bridge rail posts.
WEDNESDAY 12	Contractor installed bridge rail posts and rail tubing.
THURSDAY 13	Contractor completed installation of bridge rail and began cleanup.
FRIDAY 14	Contractor cleaning up job
SATURDAY 15	No Activity

REMARKS

Contractor completed work for base rock to be placed, stripped deck of A.C., installed bridge rail and began clean up operations.

Second notification submitted, dated 11-13-80.

SIGNED Bobby D. Johnson LOCATION Pendleton
Bobby D. Johnson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

#1143

L.

July 23, 1980

PUB-7

The Honorable Al Ullman
Member of Congress
2207 Rayburn House Office Building
Washington, D. C. 20515

Dear Al:

I am enclosing a copy of a reply to Mr. Paul N. Hansen concerning the proposed widening of the bridge in Heppner which we prepared for Governor Atiyeh's signature.

We do not propose an individual reply to Mr. Hansen in that we feel that the Governor's reply should be sufficient.

If you have any further questions, please let me know.

Sincerely,

F. B. Klaboe
Director

Enc.

bc H. S. Coulter
W. E. Schwartz

HSC:ia fn

Rep. Al Ullman

I have received no response from Gov. Atiyeh, and I have had overwhelming support from the private sector as well as the business community on my views, expressed in the enclosed letter.

I therefore request, and would appreciate any support you can give me and the tax payers of this community.

Thank you.

Sincerely yours

Paul [illegible]
[illegible] E. May
Heppner, Ore.
97836

I have written:
L. E. Schmitz
Regional Engineer
State Highway Div.
P.O. Box 850
La Grande, Oregon
97850 Tele 503-963-3177

GENERAL FILES

July 21, 1980

PUB-7

The Honorable Mark O. Hatfield
United States Senator
Room 104, Pioneer Courthouse
Portland, Oregon 97204

Dear Mark:

With reference to your letter of July 16 concerning a complaint from Mr. Paul Hansen that he had received no information from Governor Atiyeh concerning his right-of-way problem, our records indicate that a suggested reply was sent to Governor Atiyeh on July 3.

Mr. Hansen's letter to you is dated July 7 and it is evident that the Governor's reply to Mr. Hansen and his letter to you crossed in the mail. In the event the letter didn't get to him, I am sending you two copies.

If I can be of any further assistance, please let me know.

Sincerely,

F. B. Klaboe
Director

Enc.

bc H. S. Coulter
W. E. Schwartz

HSC:1a fn

Sen. Mark O. Hatfield;

I have received no response from Gov. Atiyeh, and I have had over-whelming support for the private sector as well as the business community on my views, expressed in the enclosed letter.

I therefore request, and would appreciate any support you can give me and the tax payers of this community.

Thank you.

I have written:

W. E. Schwartz
Region Engineer
State Highway Div.
P.O. Box 850
La Grande, Oregon
97850 Tele. 503-963-3177

Sincerely Yours
Paul R. Hanson
360 E. MAY
HEPPNER, ORE.
97836

GENERAL FILES

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

July 3, 1980

Paul N. Hansen
260 East May Street
Heppner, OR 97836

The sidewalks and handrails on the courthouse bridge will be removed, and 7½ feet will be added to each side. The existing bridge will not be destroyed.

I understand that your home is located just off the southeast corner of the bridge, that your front yard is nicely landscaped, but that much of it is actually on public street right-of-way.

The Highway Division engineer on this project has been instructed to confine his work to the smallest area possible and to avoid disturbing as much of your landscaping as he can.

Over the years, the state has heard numerous requests from city and county officials and private citizens for the widening of this bridge. I believe the widened bridge will be an asset to Heppner.

Thank you for taking the time to write to me of your concerns.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Highway

RECEIVED
STATE HWY ENGR
JUL 10 '80
REFER TO

7633

DOT

7-1

Thank you.

PLEASE RETURN ORIGINAL LETTER

RECEIVED
Governor's Office

RECEIVED
DOT DIRECTOR
JUN 23 '80
REFER TO
FOR
Info | Invest | R/O | D/R | Sign | Act | File

260 East May St.
Heppner, OR 97836
June 16, 1980

Governor Victor Atiyeh
State Capital Building
Salem, Oregon 97310

Dear Governor Atiyeh:

I wish to advise you of a proposed gross misappropriation of taxpayer's funds.

The Oregon State Highway Dept. is proposing to destroy and rebuild a perfectly good, functioning concrete bridge within the city limits of Heppner, Oregon.

This bridge was constructed in 1921 and has withstood all the floods in Heppner mainly due to its being considerably higher than the city.

The proposed reconstruction and subsequent widening of this bridge would devalue the residences affected by greatly reducing the street frontage, and would eliminate street parking for four residences and a grocery store; there is no other parking available for two residences.

The taxpayers of Morrow County voted down the school budget the first time, also the city budget. We are in a recession. The state general fund is looking at a deficit, our local plywood plant and sawmill have reduced their employees by some 200 persons (greatly reducing the traffic, both commercial and private on this bridge).

If the Willow Creek dam goes through, the Willow Creek highway will be re-routed practically eliminating any log truck traffic and greatly reducing private traffic.

In view of these facts, how would you justify the misuse of $100,000 to $150,000 of taxpayers hard-earned funds?

If the State Highway Dept. still insists on widening this bridge over the opposition of the local taxpayers, it could be done at a fraction of the cost by merely filling in the space between the pedestrian lanes and the guard rails and adding new pedestrian lanes; this would create no harm to anyone and give a bridge traffic width of 29'6" which is 3'6" wider than the available street with parallel parking. I fail to see any reason for a bridge being wider than the street it serves.

NOTED
F. B. KLABOE

If the State still insists on squandering our funds, you could consider replacing the highway bridge into Echo, Oregon, that crosses the Umatilla River. It was built in 1926 and is 6" narrower than the Heppner bridge that is the subject of this letter. The Echo bridge has a heavy traffic of trucks, including a great number of potato trucks that are wider than most trucks. (Heppner's bridge has no potato truck traffic.)

There is also the bridge at the foot of the Hardman grade that has been responsible for a number of deaths and crashes.

I hope this letter will be given your most earnest attention.

Thank you.

Yours truly,

Paul N. Hansen

Paul N. Hansen
260 East May Street
Heppner, Oregon 97836

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

In Reply Refer to
File No.:

June 30, 1980

RECEIVED
STATE HWY ENGR
JUL - 1 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

R

Mr. Paul N. Hansen
260 East May Street
Heppner, Oregon 97836

Dear Sir:

I am sorry that you oppose the widening of the Willow Creek bridge near the Courthouse in Heppner. At the same time I can understand why you do, because you live so close to the project.

I can not agree with you that most of the people in Heppner oppose this project. In fact, in the eight years I have been in Eastern Oregon, we have had numerous requests from Heppner to do something about this bridge. One of the first requests I can recall came from former County Judge, Paul Jones. The most recent request that I can recall came from the Heppner Police Chief. In between these have been many requests from private citizens and local public officials.

From the clippings you sent, I believe that you do not understand what the project is all about. First, we are not destroying a "perfectly good bridge". All of the existing bridge is being salvaged except the sidewalk and handrails. These cannot be salvaged and incorporated into the widening because they are not designed to carry traffic loads. Twenty-two feet eight inches of the existing bridge is to be saved. We will be widening 12 feet on each side of the salvaged section. The out-to-out dimension of the new bridge will be 46 feet 8 inches as opposed to an out-to-out dimension of 31 feet 8 inches on the existing bridge. Total widening will be 15 feet, half on each side of the bridge. The roadway width across the new bridge will be 34 feet 8 inches and there will be 6 foot sidewalks on each side of the bridge.

We do not feel that this bridge widening project is a waste of taxpayers money, as you suggest. In fact, the replacement of deficient bridges ranks very high in our work priorities. Narrow, substandard bridges are a major cause of accidents and seriously affect the ability of the roadway to carry traffic.

Form 734-3122

By a copy of this letter to our project engineer, Bobby Johnson of Pendleton, I am asking him to do several things. First, he is to make sure that absolutely no more property is disturbed near your home than is absolutely necessary to construct the project. Second, I am asking him to contact you personally, at your convenience, and show you just what is to be done and how it will affect you.

Sincerely,

W. E. Schwartz
Region Engineer

WES/vt
cc: H. S. Coulter w/attach.
Bobby Johnson w/attach.

Heppner Oregon
June 25, 1980

☐ RE ☐ RCE ☐ RME ☒ ROE
☐ RFA JUN 26 1980 ☐
RECEIVED
REGION 5 OFFICE

Mr. W. E. Schwartz
Regional Engineer
State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Schwartz:

The enclosures are self-explanatory.

Mr. D.O. Nelson a personal friend of yours, and former County Judge suggested I contact you, as I have not been approached by anyone from the State Road Dept. and I am the property owner likely to be the most effected by this unnecessary project.

I have had overwhelming suppor from the private sector as well as the business community on my views, the feeling is that any State funds should be used on badly needed road repairs.

I would be happy to discuss this matter with you or some one from your department at any time. I am determined, along with the Taxpayers and property owners of this community, to fight this waste of our Tax monies by what-ever legal means becomes necessary.

Sincerely Yours,
Paul N. Hansen
260 E. May
Heppner, Oregon
97836
Phone - 676-9925

Letters ....

To the Editor:

I wish to advise you of a proposed gross misappropriation of taxpayer's funds.

The Oregon State Highway Department is proposing to destroy and rebuild a perfectly good, functioning concrete bridge within the city limits of Heppner, Oregon.

This bridge was constructed in 1921 and has withstood all the floods in Heppner mainly due to its being considerably higher than the city.

The proposed reconstruction and subsequent widening of this bridge would devalue the residences affected by greatly reducing the street frontage, and would eliminate street parking for four residences and a grocery store; there is no other parking available for two residences.

The taxpayers of Morrow County voted down the school budget the first time, also the city budget. We are in a recession. The state general fund is looking at a deficit, our local plywood plant and sawmill have reduced their employees by some 200 persons (greatly reducing the traffic, both commercial and private on this bridge.)

If the Willow Creek dam goes through, the Willow Creek highway will be re-routed, practically eliminating any log truck traffic and greatly reducing private traffic.

In view of these facts, how would you justify the misuse of $100,000 to $150,000 of taxpayers" hard-earned funds?

If the State Highway Dept. still insists on widening this bridge over the opposition of the local taxpayers, it could be done at a fraction of the cost by merely filling in the space between the pedestrian lanes and the guard rails and adding new pedestrian lanes; this would create no harm to anyone and give a bridge traffic width of 29'6" which is 3'6" wider than the available street with parallel parking. I fail to see any reason for a bridge being wider than the street it serves.

If the State still insists on squandering our funds, you could consider replacing the highway bridge into Echo, Oregon, that crosses the Umatilla River. It was built in 1926 and is 6" narrower than the Heppner bridge that is the subject of this letter. The Echo bridge has a heavy traffic of trucks, including a great number of potato trucks that are wider than most trucks. (Heppner's bridge has no potato truck traffic.)

There is also the bridge at the foot of the Hardman grade that has been responsible for a number of deaths and crashes.

I hope this letter will be given your most earnest attention.

Thank you.

Paul N. Hansen

1113

MA-141

Jack Sollis
Chief Counsel

February 21, 1980

D. H. Moehring
Asst. State Highway Engineer

Willow Creek Bridge in Heppner
on Morgan Street

Pat Schwartz, Region Engineer, LaGrande, asked me to investigate a problem he has been confronted with on the subject construction project. It seems that this Off-System project, which is using Small City Allotment Funds for the local match, is the subject of a contractors claim for additional monies involving the replacement of a sewer line, which was not included in the contract.

This is a project where the State is in effect the agent for the City in that we are making progress payments to the contractor upon approval of the progress estimates of the City. The City is refusing to honor the contractors claim for additional funds regarding the sewer matter, and Pat Schwartz is concerned about the State making payment to the contractor for a claim not approved by the City. I believe you have discussed this matter with Roger Lang of Schwart's office by phone.

Would you please examine the file and favor Pat Schwartz with a letter advising him how to proceed.

DHM:pf
Attachment

cc: Pat Schwartz, Region 5

NOTED
RICHARD UNREIN

NOTED
W. H. TEBEAU

S

Dm

Bridges

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE BRANCH

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer-
Technical Services

DATE: January 4, 1980

SUBJECT: Willow Creek Bridge #778
Highway 52, M.P. 45.99
Morrow County

NOTED
E. S. HUNTER

Attached is a proposal for widening the Willow Creek Bridge in Heppner.

The bridge falls in the rehabilitation category because of its narrow deck. This is a Region 5 priority bridge project.

Please proceed with contracting this project, using supplemental contract maintenance funds for District 12.

R. L. Schroeder
Assistant State Highway Engineer-
Maintenance Branch

JHW:ji
Attachment
cc: William Anhorn

1-8-80

Walt Hart
Please proceed to contract
and advise Moehring of letting date
ESH
Cc Schroeder
Moehring
1-9-80

RECEIVED
TECHNICAL SERVICES
JAN 7 '80
REFER TO
FOR
Info | Inves | R/D | | | Act

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
ESTIMATE SHEET

Bridge Name Upper Willow Cr County Morrow Bridge No. 778A
Section and Station ____ Highway [illegible] MP 45.[illegible]
Estimate Made By TDL Date 3/5/74 Checked By ACM Date 3-6-74
Description Widening w/sidewalk

Estimate From ~~No plans~~
(Strike out the ones ~~Sketch~~
which do not apply Completed plans; Drawing No. 29309
Calculation Book No. 1476 Loading HS 20-44

ITEMS	UNIT	QUANTITIES Substrct.	Superstrct	Total	COST Rate	Amount
Mobilization	All					11,000
Shoring, Cribbing, etc.	All					
Structural Excavation	Cu.Yd.	115	–	115	20.00	2,300
Excavation below Elev. Shown	Cu.Yd.					
Untreated Timber Piling	Lin.Ft.					
Treated Timber Piling	Lin.Ft.					
Steel Piling	Lin.Ft	200	–	200	20.00	4,000
Prestr. Conc. Piling	Lin.Ft					
Drive Timber Piling	Each					
Drive Steel Piling	Each	8		8	340.00	2,720
Splice Steel Piles	Each					
Drive Prestressed Conc. Piling	Each					
Class A Concrete	Cu.Yd.	90	–	90	450.00	40,500
Metal Reinforcement	Lbs.	10,700	–	10,700	0.60	6,420
Structural [illegible] Steel	Lbs.	[illegible]	[illegible]	10,845	1.00	10,845
~~Structural [illegible]~~		–	[illegible]	[illegible]	50.00	30,300
Prestressing Steel	Lbs.					
Prestr. Conc.	Each					1,500
[illegible]						
[illegible]						
Rail #	Lin.Ft					
Slope Paving	Sq.Yd.					
Berm Paving	Sq.Yd.					
Drain Tile	Lin.Ft.					
Approach Slab	Sq.Yd.					
						8,000
Remove Existing Railing & Sidewalk						
Removal of Old Bridge	All	-	-	-	-	6,000
Maintenance of Traffic	All	-	-	-	-	

Estimated 11/21/79

Subtotal 123,585
Plus 10% Percent for Engineering & Contingencies 16,415
[illegible] 140,000

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
December 26, 1979

FILE:

SUBJECT: Proposed Willow Creek Bridge
City of Heppner
Hwy. 52
Morrow County

TO: R. L. Schroeder
Maintenance Engineer

SALEM

Attached is a set of plans and cost estimate for widening the upper Willow Creek Bridge in downtown Heppner. The pre-stressed slabs needed to accomplish this widening were purchased several years ago and stockpiled near [redacted] just [redacted] north of Heppner

We propose that this widening be done by contract utilizing the supplemental funds for District 12 set forth in your letter of September 11.

Our estimate indicates the cost will exceed $100,000 so a formal contract is in order.

William G. Anhorn
Region Maintenance Engineer

WGA/vt
Enc.

1980 Upper White River Br. Sec. 9144
of County Rd. No. 237 approx. 4 mi.
NW of Wapinitia. (Struc.)

C&A 6825 12-13-78

PE - PD 5th [illegible] *1540

[illegible]

County [illegible] take [illegible]

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-10-81	CC 81-61		233-1936 233-1027

BILL TO: Code: ______

Wasco County Court
Courthouse
The Dalles, Oregon 97058
Attn: Mr. Dennis Krammer - Co. Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

QUANTITY | UNIT PRICE | TOTAL PRICE

Final Billing: Upper White River (Crossing Rd.) Br. This is a Safer Off-System Rd. Project #SOS-3300(1).

Federal Funds Collected	$133,503.94
County Advance Deposit	20,380.00
Less County Share of Costs	151,713.01
REFUND DUE COUNTY	$ 2,170.93

(Please send copy of itemized statement with billing.)

Advance Deposit Amount	1,540.00 $ 18,840.00
Advance Deposit Previously Transferred to Highway Fund	15 380.00 $ ~~14,980.00~~ 5000.00
Balance	$ ~~5,400.00~~
Transfer to Highway Fund	2829.07 $ ~~3,229.07~~
Refund Due	$ 2,170.93
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 2072, CC 1954

Per Accting

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Hal Reynoldson

Approved:
D E Swan
D.E. SWAN

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 11-10-81

COUNTY Wasco **Contract No.** 9144 **Date Completed** Nov. 3, 1980

PROJECT # SOS-3300(1) **Section** Upper White R. (Crossing Rd.) Br.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.		$ 17,019.87
Federal Funds Collected for P.E.	$15,002.47	
Construction		
Payment to Contractor		$123,258.35
Engineering		11,434.79
		$134,693.14
Fed. Funds Collected for Const.	$118,501.47	
Total Project Cost	$151,713.01	
Total Federal Funds	$133,503.94	
Federal Funds Collected	$133,503.94	
County Advance Deposit	20,380.00	
Less Co. Share of Costs	151,713.01	
REFUND DUE COUNTY	$ 2,170.93	

Reference: Billing Form CC 81-61

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. SOS-3300(1)

SOS -3300 (1)

VOUCHER PERIOD From: 12-15-79 To: 5-4-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$151,664.74	$151,[illegible].34	88.16%	$133,503.94	$133,503.94	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		8/14/81

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Upper White River (Crossing Rd.) Bridge Co. Rd. in Wasco County					
	Preliminary Engineering Type Code P.E. (M.P. 19-Co. Rd. No237) State	All	Required		$ 17,013.46	
					FF	15,002.47
	Construction Type Code X020 Structure (Sta. 0+15 To Sta. 5+90) Final Contract Payment Summary	Lump	Sum		123,241.00	
	Construction Engineering State	All	Required		11,144.88	
	Total Participating Cost				$151,399.34	FF 118,501.47
	Nonparticipating Cost Preliminary Engineering (State)	All	Required		$ 6.41	
	Interest on Final Payments	All	Required		17.35	
	Construction Engineering	All	Required		261.64	
	Total Nonparticipating Cost				$ 285.40	
	Total Project Cost				$151,684.74	
	Prepared based on Participating costs as shown on Federal Billing as of 7/30/81					
	AMOUNT CARRIED FORWARD					

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TOTAL TO DATE JOB COST SUMMARY                                                          AUGUST 1981        PAGE  460

DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH        FISCAL          GRAND TOTAL
                                                                                       YEAR TO DATE        TO DATE

  UPPERWHITERVBRIDGE              CONT NO      * FA PROJ NOS SOS 300001 100                                              STATE
                                     233   1936      296     00 N 9      5,792.47CR         5,792.47CR       16,142.47CR
                                     233   1936      297     00 N 9                                           1,140.00
                                     233   1936      298     00 N 9      5,792.47           5,792.47         15,002.47
                                     233   1936      901     00 P 1                                           3,9[illegible].27
                                     233   1936      901     00 N 1                                               6.41
                                     233   1936      905     00 P 1                                           2,278.70
                                     233   1936      906     00 P 1          2.03CR             2.03CR          462.35
                                     233   1936      910     00 P 1                                             121.62
                                     233   1936      918     00 P 1         76.20CR            76.20CR        2,735.92
                                     233   1936      920     00 P 1                                              [illegible].72
                                     233   1936      921     00 P 1                                           1,0[illegible]3.41
                                     233   1936      922     00 P 1          4.05CR             4.05CR           71.62
                                     233   1936      923     00 P 1                                              89.89
                                     233   1936      926     00 P 1                                           2,567.18
                                     233   1936      927     00 P 1                                           3,591.43
                                     233   1936      950     00 P 1                                              94.35
                                                     TOT        P1          82.28CR            82.28CR       17,013.46
                                                     TOT        N1                                                6.41
                                                  ** JOB TOTALS **          82.28CR**          82.28CR**     17,019.87  **

 15 MILE CR(FAX)BR NO15711        CONT NO        FA PROJ NOS BROS300002 100                                              STATE
                                     233   1940      296     00 N 9      2,400.00CR         2,585.99CR       12,881.17CR
                                     233   1940      297     00 N 9                                           3,500.00
                                     233   1940      298     00 N 9      2,400.00           2,585.99          9,381.17
                                     233   1940      901     00 P 1          6.54               6.54             13.33
                                     233   1940      904     00 P 1                           3,000.00         10,000.00
                                     233   1940      920     00 P 1                                              15.42
                                     233   1940      926     00 P 1                                           1,704.25
                                                     TOT        P1           6.54           3,006.54         11,733.00
                                                  ** JOB TOTALS **           6.54    **     3,006.54   **    11,733.00  **

 OERR XINGASW 170TH AVE           CONT NO        FA PROJ NOS RRP 049001 100                                              STATE
                                     234   1901      901     00 P 1                                              12.92
                                     234   1901      905     00 P 1                                              56.60
                                     234   1901      914     00 P 1                                             170.33
                                                     TOT        P1                                              239.85
                                                  ** JOB TOTALS **                   **                 **      239.85  **

 CHRISTENSEN CR (ROBINSON R       CONT NO      * FA PROJ NOS BROS400003 100                                              STATE
                                     234   1902      296     00 N 9                                          15,917.37CR
                                     234   1902      297     00 N 9                                           3,700.00
                                     234   1902      298     00 N 9                                          12,217.37
                                     234   1902      901     00 P 1                                           8,854.19
                                     234   1902      901     00 N 1                                              74.98
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TOTAL TO DATE JOB COST SUMMARY                                                                  AUGUST 1981          PAGE  119

                                                                                         FISCAL              GRAND TOTAL    ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX          FUNCTION   GR  CURRENT MONTH       YEAR TO DATE          TO DATE      BEG    END
                                    231    1006        920      00 P 1                                             152.64      80     80
                                    231    1006        945      00 P 1                                              62.46      81     81
                                    231    1006        948      00 P 1                                               6.59      81     81
                                    231    1006        948      00 N 1        28.27               28.27             28.27      81     81
                                                       TOT      P1                                             107,002.36
                                                       TOT      N1            28.27               28.27             58.80
                                                    ** JOB TOTALS **          28.27  **           28.27  **    107,061.16  **

  UPPER WHITE RIVER BRIDGE        CONT NO 9144 * FA PROJ NOS SOS 300001 100                                                 STATE
                                    233    1027        201      00 P 1                                         123,241.00      80     81
                                    233    1027        206      00 N 1                                              17.35      81     81
                                    233    1027        296      00 N 9       112.85CR            756.77CR      132,741.47CR    80     81
                                    233    1027        297      00 N 9                                          14,240.00      80     80
                                    233    1027        298      00 N 9       112.85              756.77        118,501.47      80     81
                                    233    1027        900      00 P 1                                          10,6[illegible]5.15      80     81
                                    233    1027        900      00 N 1                                             261.64      80     81
                                    233    1027        920      00 P 1                                              44.68      80     80
                                    233    1027        940      00 P 1                                              [illegible].12      81     81
                                    233    1027        945      00 P 1                                             244.65      81     81
                                    233    1027        948      00 P 1        82.28               82.28             82.28      81     81
                                    233    1027        948      00 N 1        28.27               28.27             28.27      81     81
                                                       TOT      P1            82.28               82.28        134,385.88
                                                       TOT      N1            28.27               28.27            307.26
                                                    ** JOB TOTALS **         110.55  **          110.55  **    134,693.14  **

  RRXING PAVEMNT MARKING PROJ     CONT NO          FA PROJ NOS PMS 00S056 100                                                STATE
                                    234    1005        296      00 N 9                            [illegible]          783.56CR    79     81
                                    234    1005        298      00 N 9                            [illegible]          783.56      79     81
                                    234    1005        900      00 P 1                                             722.62      78     78
                                    234    1005        900      00 N 1                                               9.00      78     78
                                    234    1005        900      01 P 1                                              60.94      80     81
                                                       TOT      P1                                                 783.56
                                                       TOT      N1                                                   9.00
                                                    ** JOB TOTALS **                 **                  **        792.56  **

  SPRR XING @ SW WATSON/HALL      CONT NO          * FA PROJ NOS RRS 00S001 100                                              STATE
                                    234    1007        270      01 P 1                                          87,452.78      79     80
                                    234    1007        270      01 N 1                                             107.99      80     80
                                    234    1007        296      00 N 9                          9,071.24CR      88,984.86CR    78     81
                                    234    1007        298      00 N 9                                          79,913.62      78     80
                                    234    1007        299      00 N 9                          9,071.24         9,071.24      81     81
                                    234    1007        900      00 P 1                                             229.05      78     81
                                    234    1007        900      00 N 1                                              72.02      78     78
                                    234    1007        900      02 P 1                                             485.76      79     80
                                    234    1007        915      00 P 1                                             625.32      78     80
                                    234    1007        948      00 N 1                                              11.94      81     81
```

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric, Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9144

L.

February 23, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9144

Gentlemen:

Contract No. 9144 awarded to A. K. Lundmark & Son, Inc. for the Upper White River (Crossing Road) Bridge on a county road in Wasco County was completed on January 5, 1981 and accepted by the State Highway Division on February 17, 1981.

Final payment in the amount of $2,002 will be released to the contractor after March 2, 1981. The total contract amount is $123,241 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: A. K. Lundmark & Son, Inc.
Route 1, Box 30908
Colton, OR 97017

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

#9144

L.

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: February 17, 1981

FROM: C. T. Keasey Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of February 17, 1981.

Contract	9144 On Site Work Substantially Completed November 3, 1980
All Work Completed	January 5, 1981
Project	Upper White River (Crossing Rd.) Bridge
Highway	County Road
County	Wasco
Type of Work	Structure
Contractor	A. K. Lundmark & Son, Inc.

RDC:mk

cc: H. S. Coulter
Walt Hart
R. D. Church

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Upper White River (Crossing Rd.) Bridge
WEEK ENDING: November 22, 1980
SECTION PREFIX: 233-1027
HIGHWAY: County Road
COUNTY: Wasco
NAME OF JOB: Upper White River (Crossing Rd.) Br.
KIND OF WORK: Structure
CONTRACTOR: A. K. Lundmark & Son, Inc.
CONTRACT NUMBER: 9144
FEDERAL AID PROJECT NUMBER: SOS-3300(1)
DATE OF CONTRACT: June 13, 1980
DATE WORK STARTED: August 14, 1980
ESTIMATED COMPLETION DATE: November 3, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 135
CALENDAR DAYS USED: 132
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $ 131,574.88
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 121,141.63
ENGINEERING AUTHORIZATION: $ 10,433.25
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 121,141.63
ENGINEERING COST TO DATE: $ 8,500.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %
PERCENT OF AUTHORIZATION: 81 XX %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
/							

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY	Cool-Sunny			
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 24 1980
CONSTRUCTION BRANCH
Keasey K
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlpes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work.
TUESDAY	No work.
WEDNESDAY	Region Geologist cut cores from beny 1 wall (low cylinder break).
THURSDAY	No work.
FRIDAY	No work.
SATURDAY	

REMARKS

Status: Bridge completed. Waiting for Price Agreement.

Const. (3)
Region (1)
Files (1)

SIGNED N.D. Krehbiel LOCATION Redmond
by Mike Anderson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

71-14

CONTRACT: #144

Wasco

NARRATIVE REPORT
UPPER WHITE RIVER (CROSSING RD) BRIDGE
COUNTY ROAD
WASCO COUNTY

This contract was awarded June 13, 1980 to A. K. Lundmark & Son, Inc. of Colton, Oregon for the amount o $114,925.00 and with a specified completion time of 135 calendar days. A pre-construction conference was held August 4, 1980 and the contractor started work August 14, 1980.

Grading and Paving

The grading was done by Wasco County at no cost to the contract.

No paving was done on the bridge deck or the approaches.

Guard rail was installed by the contractor after Wasco County forces completed the grading.

Structure

The walls at both Bent 1 and 2 were revised at the request of Wasco County. The revision consisted of extending the web walls down to the top of the footing, which required increasing the footing width from 9feet to 10 feet. The revision also called for backfilling the stream side of the footing with large rock and protecting the upstream **wingwall** with large rock. Price Agreement #2 was written to cover this revision.

The material excavated for the footings consisted of compacted sand, gravel and large boulders, and the footings were founded on this material.

Bid Item #7, Selected Loose Rock, was placed as per plans, except that this material was also placed along the upstream side of the fill behind Bent #1, instead of the rock slope protection shown on the plans. This was done at the request of Wasco County. No Rock Slope Protection, Bid Item #8, was placed as the fill material in place was virtually the same material as that from the specified source.

Cylinders taken from the top lift pour of the Bent #1 wall on September 11, 1980 broke at 2735 and 2770 p.si. in 28 days. Two four inch cores were cut November 19, 1980, and broke at 3445 and 3685 p.s.i..

Three of the seven slabs had longitudinal cracks of varying length at the top directly over a void. These three had been pressure sealed with epoxy at the supplier's yard. After the slabs were placed, two other slabs were found with shorter lengths of hairline cracks. A [illegible]" deep by approximately [illegible]" wide groove was cut over these cracks and filled with Concressive AEX 1419 The job was completed on November 3, 1980.

RECEIVED
DEC 8 1980
ROAD DESIGN SECTION
Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Lee
Wakefield
Consult For
Action

Traffic Control Summary

Traffic was maintained on the existing bridge during the construction of Bent #1 footing and walls. The road was then closed to traffic and the old bridge removed and work was started on Bent #2.

The contractor installed a temporary continuous rail traffic barrier with "Road Closed" signs and flasher about 300 feet from each end of the project. Wasco County installed three signs reading "Road Closed x.x Miles Ahead" at junction points leading to the project, and also installed additional warning signs close to the project.

12-16-86

H. D. Krehbiel
Resident Engineer

Project: Upper White River (Crossing Rd) Bridge
Highway: County Road
County: Wasco

Contract: 9144
Prefix: 233-1027
F.A. No.: SOS 3300(1)

STATEMENT OF OVERRUNS AND UNDERRUNS

ITEM	UNIT	ORIGINAL	SEMI-FINAL	%(+ or -)
Bid Items	$	114,925.00	117,402.00	+ 2
Anticipated Items	$	1,000.00	-0-	- 100
Contingencies	$	5,216.63	5,837.00	+ 12
Engineering	$	10,433.25	7,169.64	- 31
Liquidated Damages	$	-0-	-0-	
Total	$	131,574.88	130,408.64	- 1

All substantial changes were evaluated and only those listed below meaningfully affect the total project cost:

Bid Item No.7 - Selected Loose Rock 85 C Y 414.9 C Y +388%

Per Revision 2 on Drawing 35108, excavation on stream side of footings was backfilled with Selected Loose Rock. Also, on the upstream approach fill back of Bent 1, Selected Loose Rock was used instead of the Rock Slope Protection called for. Bid item No. 8, Rock Slope Protection, was eliminated and the quantity replaced by Selected Loose Rock under Bid Item No. 7.

Bid Item No. 8 Rock Slope Protection 110 C Y -0- -100%

Item Deleted. See Bid Item No. 7 for explanation.

Form E-39 (Rev. 9-71)

MAY 80
CANCELLED
Contract # 9144

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

[illegible]ction Upper White River Bridge
Highway White River Crossing Road #237
County Wasco

Date October 22, 1980
Authorization No. 2
Survey Prefix 233-1936 (Assigned by Salem office)

Description of termini, route, length, etc.:

Existing timber structure at MP 1.9 on the White River Crossing Road, County Road # 237

Survey Authority # 233-1437 has been used for "Free Bridge Design for Countys".

Finaled w/FHWA

SOS-3300(1)
12-15-78

Purpose of survey:
Prepare Plans, Specifications, & Estimate of Cost for replacing bridge.

Estimate of Costs:

Resident Engineer	(901)	$3,900
Final Design	(905)	2,300
Soils & Geology	(910)	100
Recon. & Hydrology	(913)	2,800
Project Management	(920)	100
Specifications	(921)	1,000
Adm. Serv. (Eng.)	(922)	100
Environmental	(923)	100
Foundation Investigation	(926)	2,600
Training & Seminars	(950)	100

— Balanced Out --

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

LOCATION

Total estimated cost of survey $13,100
Previous authorization 10,750
Additional authorization requested 2,350
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:
+ Lewellyn Cost & Records Engineer
Field Engineer

[illegible]ommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E Perpin
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

SP*23604-734

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6

July 14, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 90005
Project No. SOS-2700(1)
Buell-Mill Cr. Park Section
Polk County

I hereby request your approval of a minor program change on the subject project to delete from the character of proposed work, acquisition of right of way, and construct hightype pavement overlay as indicated on the enclosed PR-9 forms. Preliminary design of the proposed project indicated a cost beyond what the county was able to fund. Therefore, they requested the project be reduced to replacement of the Mill Creek Bridge on existing alignment.

I further request the following:

(1) Authorization to proceed with the PS&E preparation phase of preliminary engineering at an estimated total cost of $11,500 with an obligation of $9,860 in federal funds.

(2) Authorization for construction at an estimated total cost of $230,700 with an obligation of $196,140 in federal funds.

Funds for this request are available from releases in obligations by modification of project agreements on Project No. SOS-OS-0300(6), SOS-OS-1500(2), SOS-OS-2800(1), and SOS-3300(1).

CL:bke

cc: H. Reynoldson

11-14

STATE COPY

L

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	7-5
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-25-80

State	Oregon
County	Wasco
Project Number	SOS-3300(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 11, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,750.00	$ 174,020.00
Federal funds	$ 9,210.00	$ 150,000.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of June, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

S-File

Oregon State Highway Division
Salem, Oregon June 16, 1980

Federal Aid Project
No. SOS-3300(1)

Upper White R. (Crossing Rd.) Bridge
County Road, Wasco County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE Preliminary Engineering			$ 10,750.00

Type Code X020
Structure (Sta. 0+25 to Sta. 5+90)

Mobilization		All Required	$ 5,000.00
Temporary Protection and Direction of Traffic		All Required	1,500.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin. Ft.	15.00	750.00
Bridge Removal work		All Required	1,500.00
Shoring, Cribbing, Etc.		All Required	5,000.00
Structure Excavation	500 Cu. Yd.	10.00	5,000.00
Selected Loose Rock	85 Cu. Yd.	10.00	850.00
Rock Slope Protection	110 Cu. Yd.	10.00	1,100.00
Structural Concrete, Class 3300	160 Cu. Yd.	All Required	33,000.00
4' X 65'/70' Prestressed Slabs	7 Each	5,000.00	35,000.00
Reinforcement (22,000 lbs.)		All Required	12,000.00
Metal Rail with Tubing	125 Lin. Ft.	45.00	5,625.00
Guard Rail, Type 2A	150 Lin. Ft.	20.00	3,000.00
Guard Rail, Type 3	100 Lin. Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	4 Each	500.00	2,000.00
Rail End Pieces, Type C	4 Each	150.00	600.00
			$114,925.00

Anticipated Items Temporary Erosion		$ 1,000.00
	SUBTOTAL	$115,925.00
	Engineering	15,649.00
	TOTAL	$131,574.00

Length of Structure------ 0.013 mi.

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 10,750.00	$ 9,210.00	$ 1,540.00
Structure	131,574.00	112,851.00	18,723.00
SUBTOTAL	$142,324.00	$122,061.00	$ 20,263.00
Reserve	31,696.00	27,939.00	3,757.00
TOTAL	$174,020.00	$150,000.00	$ 24,020.00

Group	1-100%
Contract No.	9144
Prefix	233-1936
Prefix	233-1027

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-82	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Wasco Project No. SOS-3300(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 5 mi. S.W. of Wamic

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-15-78	0.01
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,750.00	$ 9,210.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

XX By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon December 29, 1978

Federal Aid Project
No. SOS-3300(1)

UPPER WHITE RIVER (CROSSING RD.) BRIDGE
CO. RD. IN WASCO COUNTY

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering (M.P. 1.9-Co. Rd. No. 237)

Preliminary Engineering	All Required	$ 10,750.00
	Total	$ 10,750.00

Length of Project - - - .01 mile

Summary of Funds

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 10,750.00	$ 9,210.00	$ 1,540.00
Retain in Program			
(PS & E Status)	170,250.00	146,020.00	24,230.00
Total	$181,000.00	$155,230.00	$25,770.00

Group 1 - 100%
Prefix - 233-1936

Memo to files - Transfer of Federal Funds 6/13/80

From Wasco County Upper White R. (Crossing Rd) Br. Section	To Baker County Powder River (Beaver Crk Rd) Br. Section
SOS-3300(1)	SOS-0100(2)
$40,500	$40,500

Excess Funds from Wasco County. SOS-3300( )

$\overset{70}{\$65{,}000}$

40,500 to Baker County SOS-0100(2)

$\overset{9}{24{,}500}$

24,500 To Polk County SOS-2700(1)

Memo to files Transfer of Federal Funds 6/13/80

From Wasco County
Upper White R (Crossing Road) Br.
Section

SOS- 3300(1)

$ 40,500

To Baker County
Powder River (Beaver CK Rd) Br. Sec.

SOS- 0100(2)

$ 40,500

From City of Dufur
Heiler and 4th St's
SOS- 3301 (1)

$ 9809

Clatsup County 0S-0400(1)
To ~~Baker County~~
~~Powder River (Beaver~~ Crk Rd) Bridge
SOS- 0100 (2)

$ 9809

Dufur project has been cancelled

64,500
5448 Less PE
59,052
20,891 Less Salem SOS-2403(1)
38,161
25,352 Less Eugene SOS-2000 ( )
9,809 Clatsop Co. 0S-0400(1)
9809 Less ~~Baker Co. SOS 0100~~(2)

Excess Funds Wasco County

70
65,000
40,500 To Baker County SOS-0100(
~~24,500~~
24,500 to Polk County SOS-2700 (

Memo to files Transfer of Federal Funds 6/13/80

From Lane County
Florence/Eugene Hwy. - M.P. 5.7
Section

OS - 2000 (1)

$181,500

To Polk County
Mill Creek (Mill Creek Rd) Br.
Section

SOS - 2700(1)

$181,500

From Wasco County
Upper White R. (Crossing Road) Br.
Section
SOS - 3300 (1)

$24,500

To Polk County
Mill Creek (Mill Creek Rd) Br.
Section
SOS - 2700(1)

$24,500

Lane County Cancelled project
OS - 2000 (1)

$389,000±
198,500 To Benton County

$181,500
$181,500 To Polk County

Total Transferred $181,500
24 500
$206,000

Excess funds from Wasco County SOS - 3300(1)

65,000
40 500 to Baker County SOS - 0100(2)
24 500
24,500 to Polk County SOS - 2700(1)

APPROVED FOR PAYMENT
DATE 6-3/80 AMT. $ 18,840^{00}
BY
CODE 81-240

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 2, 1980

In Reply Refer to
File No.: CON 4

Wasco County Court
Courthouse
The Dalles, Oregon 97058

RECE
JUN 3 1980
WASCO COUNTY COURT

Attn: Mr. Rex Kniestedt
Roadmaster

Gentlemen:

On May 29, 1980 a satisfactory bid was received from A. K. Lundmark & Son, Inc., Route 1, Box 312, Colton, Oregon 97017 for the Upper White River (Crossing Road) Bridge. This is an OFF SYSTEM Project No. SOS-3300(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$114,925.00
Temp. Erosion Control	$ 1,000.00
4 1/2% Contingencies	5,216.63
9% Engineering	10,433.25
Est. Construction Cost	$131,574.88
Est. P.E. Cost	14,000.00
Est. Cost of Project	$145,574.88
Less P.E. Advance Deposit	1,540.00
Less Federal Share (86% of $145,574.88)	125,194.40
County's share of project	$ 18,840.48

By rounding the County's share will be $ 18,840.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 20, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

for D. E. Swan
Operation Programming Engineer

HR:pf

June 2, 1980

Wasco County Court
Courthouse
The Dalles, Oregon 97058

COH 4

Attn: Mr. Rex Kniestedt
Roadmaster

Gentlemen:

On May 20, 1980 a satisfactory bid was received from A. K. Lundmark & Son, Inc., Route 1, Box 312, Colton, Oregon 97017 for the Upper White River (Crossing Road) Bridge. This is an OFF SYSTEM Project No. SOS-3300(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

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Less P.E. Advance Deposit	1,540.00
Less Federal Share (86% of $145,574.88)	125,194.40
County's share of project	$ 18,840.48

By rounding the County's share will be $ 18,840.00

Rec'd 6-13-80
Informed Steve [illegible] and Region

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 20, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 779: Region 4 Federal Aid Engineer ~~Roger Lang~~ John Hagedorn
Vern Skoog - Please return completed AD # 779 when check is received.

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

		F RAL AID PROJECT NO. SOS-3300(1)
		STATE PROJECT NO. See below
FROM: G. L. Green Division Administrator FHWA - Oregon Division	PROGRAM NO.	COUNTY NAME Wasco
	ITEM NO. 90050	PROGRAM STAGE (Check) ☐ ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 23 '80
REFER TO
Moehring
FOR
Info Invest R/D D/S Sign Act File

5/23
orig

DATE PS&E APPROVED 12/15/78	DATE AUTHORIZATION EFFECTIVE 5/7/80	FEDERAL ROUTE NUMBER Non Federal-aid
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Upper White River (Crossing Road) Bridge

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION • ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated April 29, 1980 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/21/80		for Division Administrator

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-124 (REV. 6-68) WILL BE USED

☆ [illegible]

[illegible]

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/30/80
Donald L. Rount

May 29, 1980 Bid Letting ________ All Clear Deadline

SECTION Upper White River (Crossing Rd.) Bridge
Highway ________
County Wasco Region 4
Type of Work Structure Funds SOS Full
State ____ Consultant ____ Plans Avail. ___Yes ___No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands		☒	☒	☒	☒
D.O.G.M.I.	☒				
Corps of Engineers		☒			☒
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey		☒			☒
Cultural Salvage	☒				

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study		☒			☒	Statewide

TOTAL TO DATE JOB COST SUMMARY APRIL 1980

4-80

DESCRIPTION OF JOB OR DEPARTMENT		PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
UPPERWHITERVBRIDGE	CONT NO		FA PROJ NOS SOS 300001 100					STATE
	233	1936	296	00 N 9		5.225.51CR	10.[illegible]CR	
	233	1936	297	00 N 9			1.140.[illegible]	
	233	1936	298	00 N 9		5.225.51	9.210.[illegible]	
	233	1936	901	00 P 1	172.68	1.529.33	3.[illegible]	
	233	1936	901	00 N 1			6.41	
	233	1936	905	00 P 1	241.10	2.051.46	2.051.46	
	233	1936	906	00 P 1	811.69	2.124.15	2.1[illegible].15	
	233	1936	910	00 P 1			1[illegible]1.62	
	233	1936	918	00 P 1	53.94	2.378.51	2.735.92	
	233	1936	920	00 P 1			13.50	
	233	1936	921	00 P 1	363.80	435.72	435.72	
	233	1936	922	00 P 1	4.05	46.68	46.68	
	233	1936	923	00 P 1		63.[illegible]	63.65	
	233	1936	926	00 P 1		[illegible]	2.[illegible].16	
	233	1936	927	00 P 1	82.02	1.597.77	1.[illegible].77	
	233	1936	[illegible]	00 P 1		[illegible]	[illegible]	
			TOT	P1	1.729.28	10.885.37	15.735.06	
			TOT	N1			6.41	
			** JOB TOTALS **		1.729.28 **	10.885.37 **	15.741.47 **	
OERR XINGASH 170TH AVE	CONT NO		FA PROJ NOS RRP 019001 100					STATE
	234	1901	905	00 P 1		56.[illegible]	56.[illegible]	
	234	1901	914	00 P 1	6.25	6.25	6.25	
			TOT	P1	6.25	62.[illegible]	62.[illegible]	
			** JOB TOTALS **		6.25 **	62.85 **	62.85 **	
CHRISTENSEN CR(ROBINSON R	CONT NO		FA PROJ NOS BROS400003 100					STATE
	234	1902	296	00 N 9	5.701.10CR	9.401.10CR	9.[illegible]CR	
	234	1902	297	00 N 9		3.[illegible]	3.[illegible]	
	234	1902	298	00 N 9	5.701.10	5.701.10	5.701.10	
	234	1902	901	00 P 1	6.691.28	6.911.22	6.911.22	
	234	1902	901	00 N 1		11.90	11.90	
	234	1902	910	00 P 1	232.24	3[illegible]	3[illegible]	
	234	1902	913	00 P 1		34.22	34.22	
	234	1902	914	00 P 1	38.28	[illegible]	[illegible]	
	234	1902	918	00 P 1		1[illegible]	1[illegible]	
	234	1902	920	00 P 1		14.07	14.07	
	234	1902	926	00 P 1		94.[illegible]	94.[illegible]	
	234	1902	927	00 P 1		[illegible].54	[illegible].54	
			TOT	P1	6.961.80	7.630.24	7.630.24	
			TOT	N1		11.90	11.90	
			** JOB TOTALS **		6.961.80 **	7.642.14 **	7.642.14 **	
DAIRY CR(SAUSBAUER RD) BR	CONT NO		FA PROJ NOS BROS400004 100					STATE
	234	1903	296	00 N 9	4.825.25CR	8.305.25CR	8.305.25CR	

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 19-1
Br. 16394

April 25, 1980

TO Mr. Glen L. Green
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM Walter J. Hart
Bridge Engineer

SUBJECT Upper White River Bridge
Crossing Road No. 237
Wasco County
Bridge 16394

Attached is a copy of a letter from Wasco County indicating they will not be using salt on the subject structure.

We request approval to not include a waterproof membrane on the subject structure.

Attachment

cc E. S. Hunter
D. H. Moehring

[illegible]
APR 2 [illegible]
Info

Form 734-3122

Wasco County

5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

April 21, 1980

John Hagedorn
Regional Federal Aid Engineer
Oregon Highway Division
P.O. Box 1249
Bend, Oregon 97701

REGARDING: Sodium Cloride on White River Crossing Bridge

TO WHOM IT MAY CONCERN:

Wasco County does not have a policy of sanding our gravel road system. Wasco County's sanding program on paved roads traditionally utilizes mineral aggregates.

Sincerely,

Rex Kniesteadt

Rex Kniesteadt
Roadmaster

RK:jh

c.c. Walt Hart
Jack Sullivan

ROE RE RCE PLA FAE
MTE RECEIVED GEO
RUE APR 23 1980 RDE
RSO REGION 4 RDE
ASSIGNED________

/ Section Upper White River (Cosino Rd.) Bridge Program[illegible]ng Estimate $ 169 000 [illegible]

Highway County Rd. Project Length 0.11 mi.

County Wosco Completion Time 135 CD

Kind of Work Structure Est. Comp. Date Nov. 11, '80

Prefix 233-1936 Letting Date May 29, '80 Project No. SOS-3300(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ntract Amount . . . . $ 148,030.00

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 4-21-80

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lana Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- [✓ Region Number 4]
- District Number

ATTENTION: John Hagedorn

FROM: Proj. Mngt.

COMMENTS: Please inform the county.

Bid date - May 29, 1980

Form 731-0022 (7/78) SP*70682-734

2331936

1,000

$ 1,000.00

Subtotal $ 149,030.00

Contingencies (4-1/2%) 6,706.35

Engineering (8, [✓ 9,] 10%) 13,412.70

--Subtotal-- $

Credit for ________________ . . . .

Estimated Net Authorization, Construction . . . . $ 169,149.05

PE Costs 14,100.00

APPROVED

$ 183,249.05

Less Federal Funds (86% of 183 249.05) = 157,594.18

Less PE. Advance deposit 1,540.00

Est. County share $ 24,114.87

____

Road Design Engineer

/ Section Upper White Rive (Crossing Rd.) Bridge Progran ing Estimate $ 169 000 Rev.

Highway County Rd. Project Length 0.11 mi.

County Wasco Completion Time 135 CD

Kind of Work Structure Est. Comp. Date Nov. 11, '80

Prefix 233-1936 Letting Date May 29, '80 Project No. SOS-3300(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 148,030.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1,000	
State Furnished		
Roadside Seeding & Mulching		$ 1,000.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 149,030.00
Contingencies (4-1/2%)		6,706.35
Engineering (8, [✓ 9,] 10%)		13,412.70
-Subtotal-		$
Credit for		
Estimated Net Authorization, Construction		$ 169,149.05
PE Costs		14,100.00
		$ 183,249.05
Less Federal Funds (86% of 183 249.05) =		157,594.18
Less PE. Advance deposit		1,540.00
Est. County share		$ 24,114.87

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date April 21, 1980

Section Upper White River (Crossing Rd.) Bridge
County Wasco
Kind Of Work Structure
Length 0.11 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	11,000
	Temporary Protection and Direction of Traffic		All	All	-	80-
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	50	7-	350-
	STRUCTURE					
	Bridge Removal Work		All	All	-	2,000
	Shoring, Cribbing, Etc.		All	All	-	6,000
	Structure Excavation		Cu. Yd.	500	20-	10,000
	Selected Loose Rock		Cu. Yd.	85	10-	850
	Rock Slope Protection		Cu. Yd.	110	10-	1,100
	(160 C.Y. @ $300) Structural Concrete, Class 3300		All	All	-	48,000
	4'x65'/70' Prestressed Slabs		Each	7	6,000-	42,000
	Reinforcement (22,000 lbs. @ $0^{\underline{55}}$)		All	All	-	12,100
	Metal Rail with Tubing		Lin. Ft.	125	50-	6,250
	Guard Rail, Type 2A		Lin. Ft.	150	20-	3,000
	Guard Rail, Type 3		Lin. Ft.	100	30-	3,000
	Guard Rail Anchors, Type 1		Each	4	400-	1,600
	Rail End Pieces, Type C		Each	4	175-	700

3-80

```
TOTAL TO DATE JOB COST SUMMARY                                            MARCH 1980        PAGE  510
                                                                                 FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX     FUNCTION   GR   CURRENT MONTH   YEAR TO DATE       TO DATE

                                                                                                           STATE
  UPPERWHITERVERRIDGE          CONT NO      FA PROJ NOS [illegible] 100
                                 233   1975   [illegible]   [illegible] N 9                      5,225.51CR     10,[illegible]CR
                                 233   [illegible]   [illegible]   [illegible] N 9                              1,[illegible]
                                 233   [illegible]   [illegible]   [illegible] N 9                 5,[illegible].51      9,[illegible]
                                 233   [illegible]   [illegible]   [illegible] P 1      100.[illegible]    1,[illegible]        3,[illegible]
                                 233   [illegible]   [illegible]   [illegible] N 1                                    [illegible]
                                 233   [illegible]   [illegible]   [illegible] P 1       13.40        1,[illegible]        1,[illegible]
                                 233   [illegible]   [illegible]   [illegible] P 1       83.76        1,312.[illegible]        1,[illegible]
                                 233   [illegible]   [illegible]   [illegible] P 1                                    1,[illegible]
                                 233   [illegible]   913   [illegible] P 1                      2,324.57        2,[illegible]
                                 233   [illegible]   [illegible]   [illegible] P 1
                                 233   [illegible]   [illegible]   [illegible] P 1                         71.[illegible]           [illegible]
                                 233   [illegible]   [illegible]   [illegible] P 1                         62.[illegible]           [illegible]
                                 233   [illegible]   [illegible]   [illegible] P 1       33.31             [illegible]           [illegible]
                                 233   [illegible]   [illegible]   [illegible] P 1                      [illegible]        2,[illegible]
                                 233   [illegible]   [illegible]   [illegible] P 1    1,193.85        1,[illegible]        1,[illegible]
                                 233   [illegible]   [illegible]   [illegible] P 1
                                              101          P1     1,470.21        9,1[illegible]        14,[illegible]
                                                                                                     8.41
                                              ** JOB TOTALS **    1,470.21  **    9,156.03  **     14,012.19  **

                                                                                                           STATE
  [illegible] 120TH AVE           CONT NO      FA PROJ NOS [illegible] 100
                                 234   1901   [illegible]   [illegible] P 1                        [illegible]           [illegible]
                                              101          P1                      [illegible]           [illegible]
                                              ** JOB TOTALS **              **     [illegible]  **        56.50  **

                                                                                                           STATE
  CHRISTENSEN CR(ROBINSON R     CONT NO      FA PROJ NOS [illegible] 100
                                 234   1902   [illegible]   [illegible] N 9   3,[illegible]CR    3,[illegible]CR    3,[illegible]
                                 234   [illegible]   [illegible]   [illegible] N 9   3,[illegible]      3,[illegible]      3,[illegible]
                                 234   [illegible]   [illegible]   [illegible] P 1      2[illegible]         [illegible]          [illegible]
                                 234   [illegible]   [illegible]   [illegible] N 1       11.[illegible]       11.[illegible]         [illegible]
                                 234   [illegible]   [illegible]   [illegible] P 1      10[illegible].12      10[illegible]         1[illegible]
                                 234   [illegible]   [illegible]   [illegible] P 1         [illegible]          [illegible]           [illegible]
                                 234   [illegible]   [illegible]   [illegible] P 1       62.[illegible]        1[illegible]           1[illegible]
                                 234   [illegible]   [illegible]   [illegible] P 1                          [illegible]            [illegible]
                                 234   [illegible]   [illegible]   [illegible] P 1                          [illegible]            [illegible]
                                 234   1902   [illegible]   [illegible] P 1         [illegible]          [illegible]            [illegible]
                                              101          P1       4[illegible]          6[illegible]          6[illegible]
                                              101          P1         11.[illegible]        [illegible]           [illegible]
                                              ** JOB TOTALS **      478.[illegible]  **    [illegible].34  **     [illegible].34  **

                                                                                                           STATE
  DAIRY CR(SAUS[illegible]ER RD) BR    CONT NO      FA PROJ NOS [illegible] 100
                                 234   1903   [illegible]   [illegible] N 9   3,400.00CR      3,400.00CR      3,[illegible]CR
                                 234   [illegible]   [illegible]   [illegible] N 9   3,[illegible]       3,[illegible]       3,[illegible]
                                 234   1903   901   00 P 1   3,721.2[illegible]       3,721.2[illegible]       3,721.[illegible]
```

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Dale Allen
Region 4 Engineer

DATE: March 10, 1980

DES 23
BR 16394

TC Thompson

FROM: T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:
Upper White River Bridge
Upper White River Brid-e Sec.
County Road 237
Wasco County
Bridge 16394

Enclosed are two reduced prints of drawings 35108, 35109, and 35110, which are the advance detail drawings for the subject structure.

Our present estimate of costs for the contract is as follows:

Grading and Paving	$ by County
Structure(s)	115,000
Engineering & Contingencies	23,000
TOTAL	$138,000

It is planned to call for bids on this section May 28, 1980.

Please make a field review, make your comments and/or corrections on one set, and return it to us.

OMP:dh
Enclosures (includes copy for Resident Engr.)

cc Rex Kniesteadt, Wasco Co. /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Road Design /w/ 1 set encls.

81-125-1387

PPER WHITE RIVER (CROSSING RD.) BRIDGE SEC. COUNTY ROAD WASCO COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SOS

PRELIMINARY COPY
FEB 1 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OF OREGON

F TRANSPORTATION

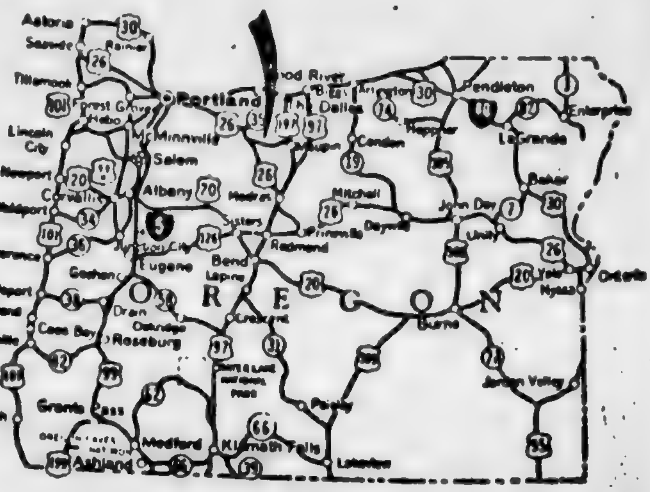
HWAY DIVISION

PROPOSED PROJECT

ROSSING RD.) BRIDGE SEC.

NTY ROAD

CO COUNTY


Astoria
Seaside
Rainier
Tillamook
Forest Grove
Hebo
Portland
Hood River
The Dalles
Arlington
Pendleton
Enterprise
La Grande
McMinnville
Lincoln City
Salem
Madras
Condon
Heppner
Baker
Newport
Albany
Mitchell
John Day
Waldport
Corvallis
Sisters
Prineville
Dayville
Florence
Eugene
Bend
Redmond
Burns
Ontario
Vale
Nyssa
Reedsport
Lapine
Coos Bay
Drain
Crescent
Coquille
Oakland
Roseburg
Jordan Valley
Gold Beach
Grants Pass
Medford
Klamath Falls
Ashland
Lakeview
O R E G O N
30
26
101
20
97
84
395
199
66
140
95

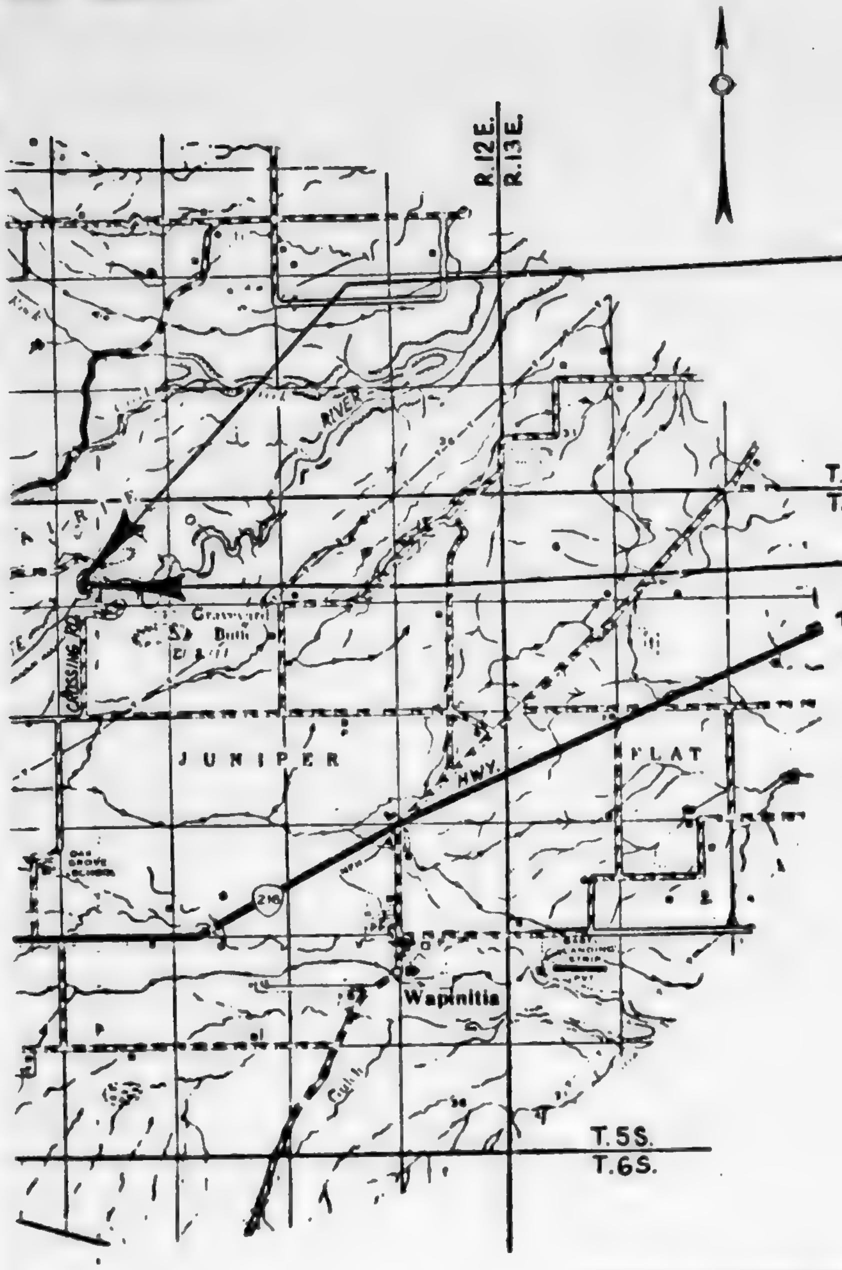
APPROVED 5 mar 1980

COUNTY COURT OF Wasco COUNTY

BY Rick Cantrell
COUNTY JUDGE

John Conroy
COUNTY COMMISSIONER

Jim Carne
COUNTY COMMISSIONER


N
R.12E.
R.13E.
RIVER
T.4S.
T.5S.
CROSSING RD.
Graveyard Butte
To Maupin
JUNIPER
FLAT
HWY.
216
Wapinitia
Oak Grove School
Landing Strip
T.5S.
T.6S.

END OF PROJECT
Sta. 5+90

BEGINNING OF PROJECT
Sta. 0+25

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER

E. S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

Sketch Map
1 2 Miles

February 20, 1980

PRO 6

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: SOS-Safety Projects

We wish the following list of projects to be considered safety.

		FEDERAL FUNDS
SOS-1500(2)	Big Butte Creek - Jackson County	$ 220,000
SOS-2204(1)	Ames Creek Culvert - Sweet Home	64,500
SOS-3000(2)	Birch Creek(Sparks) Br.-Umatilla County	215,000
SOS-3300(1)	Upper White R. (Crossing Rd.) Br., Wasco Co.	220,000
SOS-0902(1)	Deschutes R. (Sheep) Br. - Rd. District #6	64,500
SOS-0103(1)	Powder R. (Broadway) Br. - City of Baker	66,000
SOS-3600(1)	N. Yamhill R. (Oakridge)Br.-Yamhill Co.	220,000
		$1,070,000

Would you please so indicate in the programming of each of the projects.

HR:pf

cc: Cliff Laux

OREGON STATE HIGHWAY DIVISION
117 DOT building
Salem, Oregon 97310

Highway# 2033

2-13-80

Prefix 233-1936

Attention: Right-of-Way Section

Subject: Federal Aid Project No. 505-3300(1)
Project Name Upper White River (Crossing Rd) Bridge
County Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon, this 13th day of February, 1980

County of Wasco

Rick Cantrell
County Judge/Chairman

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date Feb. 19, 1980

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

U. S. DEPARTMENT OF TRANSPORTATI · FEDERAL HIGHWAY A' MINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.: SOS-3300(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: 90050

COUNTY NAME: Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED

DATE PS&E APPROVED: 12-15-78

DATE AUTHORIZATION EFFECTIVE: 1-29-80

FEDERAL ROUTE NUMBER: Non-Federal-aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

Upper White River (Crossing Rd) Bridge

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change - see below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-6-79 I approve the revised construction costs to a TEC of $239,950 with Federal participation limited to $205,790.

(Increase TEC $69,700 - F.F. $59,770)

DATE: 1-29-80

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-918

9144

Wasco

ROAD DESIGN SECTION

DES 16-1

Bob Pool
Region Construction Engineer

January 16, 1980

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Subject: Upper White River (Crossing Road)
Wasco County

The question has arisen concerning the feasibility of closing the county road during construction of the subject project.

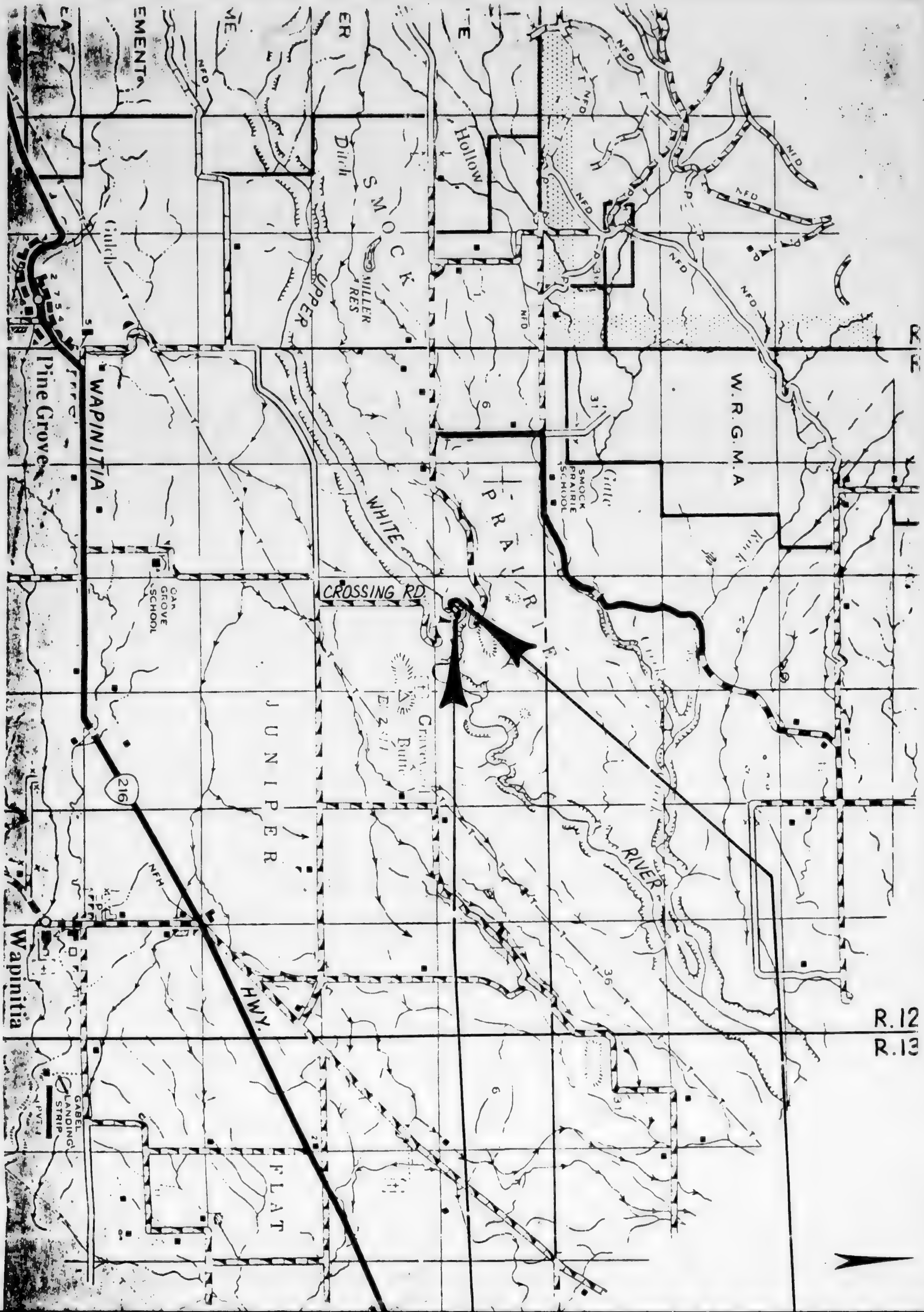
Enclosed are a vicinity map of the area, a letter from Wasco County and information from the Narrative Report concerning the closure. The Bridge Section indicates three months will be required to complete the structure.

Please advise as to whether or not the road should be closed and if so, at what locations.

FE:ja

Enc. (3)

RECEIVED
JAN 1[illegible]
ROAD DESIGN SECTION


SMOCK
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WHITE
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WAPINITIA
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216
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CROSSING RD.
UPPER
MILLER RES
Hollow
Ditch
Gulch
SMOCK PRAIRIE SCHOOL
CAR GROVE SCHOOL
GABEL LANDING STRIP
W.R.G.M.A
Gate
Rock
Graveyard Butte
NFD
NFH
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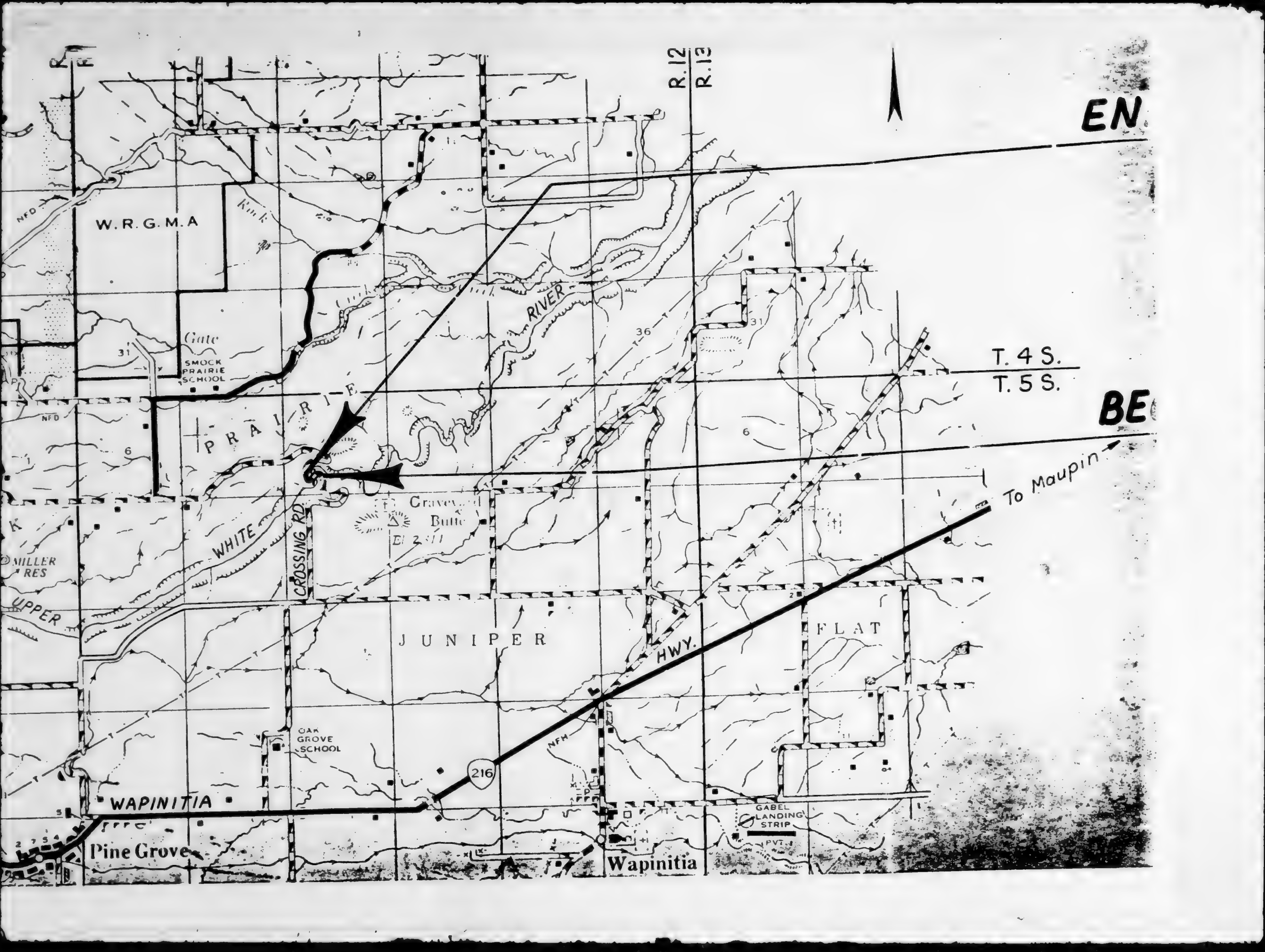
R.13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To Maupin

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

June 11, 1979

J.S. Sawyer
Resident Engineer
Oregon State Highway Division
Seufert Park Road
The Dalles, Oregon 97058

ATTENTION: David F. Hirte

SUBJECT: Upper White River Bridge

Dear Dave:

Wasco County has considered the construction problem involved with this project and has determined that costs could be reduced by closure of this road section during the construction period. Therefore, this road will be closed during construction.

The Wasco County Road Department will do all road approach work, rip-raping, and channel work involved with this project as specified in the plans.

If we can be of any other assistance in this matter please let us know.

Sincerely,

Rick Cantrell

Rick Cantrell
County Judge

Roy Knoesteadt
County Roadmaster

[illegible] we hav [illegible] shown a tentative location for a 30 foot approach. This area is used extensively on week-ends and all concerned parties feel a wide approaches justifiable.

All roadbed work, rip rap and current defector dikes upstream are to be constructed by Wasco County and not to be included in contract. There is letter forth coming from the county verifying the work to be done by them.

Channel Work

This is of minor nature, but should enchance the future conditions of the channel near the structure and prevent future washing and of the river bank from the structure south to "T" line station 51+00 and from 100' to 150' left. We propose to place channel deflectors as shown on the plans at "T" line station 51+00 (120 feet left). This will cause the existing island to eventually erode away and allow a smooth transition for the channel through the bridge area. The County has removed this island several times because it collects debris all year, which becomes a hazard, to the bridge at highwater time. We feel, that the current deflector rocks could be collected from the area immediately adjacent to the east approach on the right. We have designated with a numeral number 7. We also, feel that a large amount of rip rap could be collected from this area to protect the fills as shown on the plans.

Removal of Old Bridge

We have placed the aligment so that ½ of the existing bridge could be kept open, if the county felt this was feasible. They have County court permission to close the bridge for construction. (We have enclosed a letter to this effect from the County). We feel, that there may be visble reasons for keeping it open. The primary concern may be the possible use as a construction bridge for the contractor. We are aware of our policies in the past to avoid long detour routes, if at all possible. To this end we have left the avenue open to not close the bridge.

The large boulders and coffers underneath and surrounding the old abutments should be used for rip rap and current deflectors.

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. Dale Allen
Region 4 Engineer Attn. John Hagedorn

DATE: January 14, 1980

DES 23
BR 16394

TG Thompson

FROM: T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:
Upper White River Bridge
Upper White River Br. Sec.
County Road 237
Wasco County
Bridge 16394

Ecnlosed are four reduced prints of drawings 34890 and 34670 which are the preliminary plan and elevation and vicinity map for this structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ by County
Structure	118,000
Engineering & Contingencies	23,000
TOTAL	$ 141,000

Please use these prints to obtain the approval of Wasco County and return one set to this office as soon as possible stamped with the appropriate approval.

It is planned to call for bids on this project on April 24, 1980.

Please note that we have provided a clear roadway width of 27'-7" which is 5" less than the approach roadway. The bridge roadway is also reduced slightly by the centerline curvature at the south end. If this roadway reduction is unacceptable, perhaps the P.I. of the curve could be moved off the structure.

OMP:dh
Enclosures

cc H. A. Schell /w/ 1 set
Engineering /w/ 1 set
County-City Unit
Environmental Section (M. Banks) /w/ 1 set

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ FE ☐ PRE ☐
JAN 1[illegible]
REFERRED TO ....
FOR ....
FILE: PM FA LG.

12-31-79

RECORD OF JOB DISBURSMENT FOR 12/79

MONTH YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS	
12 79	[illegible]	231 1944	918		160	P1	G	1.[illegible]	[illegible]
12 1 79	[illegible]	231 [illegible]	[illegible]		169	P1	G	10.[illegible]	[illegible]
12 1 79	[illegible]	231 [illegible]	[illegible]		193	P1	G	3.[illegible]	[illegible]
12 1 79	[illegible]	231 [illegible]	[illegible]		193	P1	G	3.[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	P1	G	[illegible]	[illegible]
12 1 79	[illegible]18	231 1944	[illegible]		193	P1	G	3.[illegible]	[illegible]
								23.52 *	
11		233 1936						4,[illegible]	
12 1 79	[illegible]14	233 [illegible]	[illegible]		167	P1	G	[illegible]	[illegible]
12 1 79	[illegible]14	233 1936	[illegible]		167	P1	G	[illegible]	[illegible]
12 1 79	[illegible]41	233 1936	905		167	P1	G	103.[illegible]	[illegible]
								4,503.81 *	
11		234 1901						56.00	
								56.00 *	
12 1 79	[illegible]	234 1905	900		163	P1	G	[illegible]	[illegible]
								14.67 *	
11		234 1955						3,[illegible]	
12 1 79	[illegible]13	234 [illegible]	921		162	P1	G	[illegible]	[illegible]
12 1 79	[illegible]742	234 1955	923		149	P1	G	12.[illegible]	[illegible]
								3,902.[illegible] *	
11		234 [illegible]						6,[illegible]	
12 1 79	[illegible]3	[illegible]	[illegible]		1	P1	G	[illegible] CR	[illegible]
12 1 79	[illegible]1	[illegible]	[illegible]		167	P1	G	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	P1	G	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	P1	G	[illegible]	[illegible]
12 1 79	[illegible]2	[illegible]	[illegible]		167	P1	G	[illegible]	[illegible]
12 1 79	[illegible]13	[illegible]	[illegible]		[illegible]	P1	G	[illegible]	[illegible]
								6,530.42 *	
11		234 1959						22,962.[illegible]	
12 1 79	[illegible]	[illegible]	921		1	P1	G	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		1	P1	G	[illegible]	[illegible]
12 1 79	[illegible]	[illegible]	914		1	P1	G	[illegible]	[illegible]
12 1 79	[illegible]	[illegible]	[illegible]		171	P1	G	[illegible]	[illegible]
12 79	23234	234 1959	923		33	P1	G	440.96	[illegible]

DECEMBER 31 1979

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TOTAL TO DATE JOB COST SUMMARY                                          SEPTEMBER 1979        PAGE  439
                                                                              FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE         TO DATE
                                     232   1993      905     00 P 1                                     2,1[illegible]6.95
                                     232   1993      910     00 P 1                                        63.[illegible]
                                     232   1993      914     00 P 1                                       108.75
                                     232   1993      918     00 P 1                                     1,0[illegible].70
                                     232   1993      920     00 P 1                                       1[illegible].10
                                     232   1993      921     00 P 1                                       870.27
                                     232   1993      922     00 P 1                                        41.[illegible]
                                     232   1993      923     00 P 1                                        94.50
                                     232   1993      926     00 P 1                                     2,759.41
                                                     TOT        P1                                      8,[illegible]3.02
                                                  ** JOB TOTALS **               **                **   8,603.02  **

  WASCO CTY DELINEATOR PROJECT  CONT NO        FA PROJ NOS PMS 005077 100                                            STATE
                                     233   1935      296     00 N 9                                       237.30CR
                                     233   1935      298     00 N 9                                       237.30
                                     233   1935      905     00 P 1                                       237.30
                                                     TOT        P1                                        237.30
                                                  ** JOB TOTALS **               **                **     237.30  **

  UPPERWHITERVBRIDGE            CONT NO        FA PROJ NOS SOS 300001 100                                            STATE
                                     233   1936      296     00 N 9      436.72CR        2,925.66CR     8,0[illegible]0.15CR
                                     233   1936      297     00 N 9                                     1,140.00
                                     233   1936      298     00 N 9      436.72          2,925.66       6,9[illegible]0.15
                                     233   1936      901     00 P 1                      1,276.46       3,632.11
                                     233   1936      901     00 N 1                                         6.41
                                     233   1936      905     00 P 1      450.60            456.60         456.60
                                     233   1936      910     00 P 1                                       121.62
                                     233   1936      918     00 P 1      150.18          1,924.34       2,231.75
                                     233   1936      920     00 P 1                                        13.40
                                     233   1936      926     00 P 1         .60            150.90       2,152.51
                                                     TOT        P1       601.38          3,808.30       8,657.99
                                                     TOT        N1                                          6.41
                                                  ** JOB TOTALS **       601.38  **      3,808.30  **   8,664.40  **

  OERR XING&SW 170TH AVE        CONT NO        FA PROJ NOS RRP 049001 100                                            STATE
                                     234   1901      905     00 P 1       27.00             56.60          56.60
                                                     TOT        P1        27.00             56.60          56.60
                                                  ** JOB TOTALS **        27.00  **         56.60  **      56.60  **

  MCKAY CR BP (HORNECKER RD)    CONT NO        FA PROJ NOS OS  400001 100                                  00        STATE
                                     234   1918      296     00 N 9                      1,946.76CR    13,942.76CR
                                     234   1918      297     00 N 9                                     1,832.00
                                     234   1918      298     00 N 9                      1,946.76      12,110.76
                                     234   1918      901     00 P 1                                       395.06
                                     234   1918      903     00 P 1                                     2,829.72
```

9-19

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 6, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Minor Program Changes
Safer Off-System Roads Projects

I hereby request your approval of a minor program change on the following listed projects to increase the estimated total cost and federal funds for the construction phase on each project as follows:

				Net Increase	
Item No.	Project No.	Total Cost	Fed. Funds	Total Cost	Fed. Funds
80215	SOS-2204(1)	$ 75,250	$ 64,500	$ 37,150	$ 31,820
80404	SOS-3000(2)	244,400	209,430	6,400	5,430
80224	SOS-2500(2)	250,700	215,000	137,025	117,526
90055	SOS-3300(1)	250,700	215,000	69,700	59,770

This change is necessary to provide for the maximum amount of federal funds available to the local jurisdiction as per agreement on each of the projects.

I further request your approval of a minor program change on Project OS-0400(1) to joint finance the project utilizing appn. code 680 funds to supplement appn. code 627 funds. This change is necessary since insufficient federal funds are available in appn. code 627 to cover the submission of the final voucher. This change will involve the following revisions in project numbering and financing:

Project No: Change to OS-SOS-400(1)

Appn. Code 627	Total Cost	Fed. Funds
PE	$ 25,000	$ 19,547
Roadway Str.	68,488	53,550
Appn. Code 680	187,484	146,593
	$280,972	$219,619
Structures	18,400	14,310
Total	$299,372	$234,000

CL:dmc
cc: H. Reynoldson

Form 734-3122

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILE

DATE: August 2, 1979

FROM: Gene M Finley
Gene M. Finley
Hydraulic Specialist

SUBJECT: Upper White River Bridge
County Road #237
Wasco County
SOS Proj

The proposed project will replace an existing 66-foot, single-span timber structure and will be located 30± feet upstream from the existing site.

HYDROLOGY

White River is a west-east tributary of the Deschutes River and drains an area of approximately 150 square miles above the proposed bridge site. Stream gage data are available from gages 14-9720, 14-990, 14-1005 and 14-11015 located on White River near Government Camp, Wapinitia, Tygh Valley and below Tygh Valley, respectively. The recurrence interval vs. peak discharge relationship listed below was interpolated from a statistical analysis of these gage data using a log-Pearson Type III distribution.

Recurrence Interval	Peak Discharge
100-year	10,000 cfs
50-year	8,500 cfs
25-year	6,500 cfs
10-year	4,900 cfs
5-year	3,500 cfs

The highwater elevation of 980 feet (assumed from TBM 1000), determined from field measurements for the December 1977 flood, was approximately 0.5 feet below the bottom beams of the existing bridge. Verbal information supplied by Rex Kneisteadt, County Roadmaster, indicated that this flood was the largest he knew of, even greater than the 1964 flood that washed-out the original bridge. He also indicated that this flood reached a maximum height just below the bottom beams of the existing bridge. Using this highwater stage, it is estimated that it represented a 25-year flood with a discharge peak of 6,500 cfs.

HYDRAULIC DESIGN

A flood discharge of 6,500 cfs was chosen as the design flood. Two types of replacement structures were investigated: a 66-foot single-span with vertical abutments and a 90-foot single-span with 1½:1 end slopes.

H N M

The 66-foot structure would have a normal waterway area of 540 square feet below an elevation of 977.0 feet (assumed datum) for the design discharge. Along the upstream embankments, the highwater elevation of 979.0 feet includes 2.0 feet of backwater. Average velocity through the structure would be 12.3 fps.

The 90-foot structure would have a normal waterway area of 580 square feet below an elevation of 979.1 feet for the design discharge. Along the upstream embankments, the highwater elevation of 980.9 feet includes 1.8 feet of backwater. Average velocity through this structure would be 11.6 fps.

The following tabulation shows a comparison between the existing structure and the two replacement structures.

Structure	Velocity Through Structure	Design H. W. Elevation (assumed datum)	Normal Design Area	Backwater
Existing Bridge	13.0 fps	980.0 feet	510 feet^2	2.6 feet
90-foot Bridge	11.6 fps	979.1 feet	580 feet^2	1.8 feet
66-foot Bridge	12.3 fps	977.0 feet	540 feet^2	2.0 feet

It is suggested that three feet of freeboard be provided above the design highwater elevation for the proposed structures.

Ease of construction will probably determine which alternate will be built. If the 66-foot bridge is chosen, it will not be necessary to raise the grade.

RIPRAP

For the 66-foot replacement structure it is suggested that the toe of the vertical abutments be protected with special backfill material conforming to standard specification 251.12.

For the 90-foot replacement structure it is suggested that the fill slopes be protected with a three-foot blanket of class 700 loose riprap placed with a toe trench. A 9-inch filter blanket will be required.

GMF:ge

cc Frank Terpin w/att.
Walt Hart "
Jack Davis "
D. Christensen "
Herb Schell "
Don Harwell "
Dale Allen "

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1978)
Discharge - cfs	6500		6500
Discharge - m^3/s			
Frequency - yrs.	25	100	25
H.W. Elevation Natural Channel ft.	977.0		
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity - fps	12.3		
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 66-foot Bridge
Vertical Abutments

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Upper White River Bridge
County Road #237
Wasco County

COMPILED BY: Gene M Finley

DATE: August 2 1979

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1978)
Discharge -	cfs	6500		6500
	m³/s			
Frequency - yrs.		25	100	25
H.W. Elevation Natural Channel	ft.	979.1		
	m.			
H.W. Elevation Channel Change	ft.			
	m.			
Average Velocity -	fps	11.6		
	mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 90-foot Bridge
1½:1 End Slopes

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Upper White River Bridge
County Road # 237
Wasco County

COMPILED BY: Gene M Finley
DATE: August 2, 1979

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 233-1936

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701

June 21, 1979

FROM: Jerry C. Thackery
Region Design Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Location Data
Upper White River Bridge
White River (Crossing Road #237)
Wasco County
Prefix: 233-1936

Attached for your review find the location data for the Upper White River Bridge, replacement project.

- 1 - Topograph Mylar
- 1 - Plan & Profile Mylar
- 1 - Book of Field Notes
- 1 - Roll Cross Section w/super-runoff Typical section
- 1 - Folder of Computations
- 1 - Folder of Field Design Data
- 1 - Folder of Correspondence
- 1 - Folder of Photography
- 2 - Location Engineer Statement
- 1 - Transmittal Letter
- 1 - Folder containing:
  - Location Engineer's Project Narrative
  - Job Cost Estimate
  - Letter from Wasco County
  - Letter from Department of Fish and Wildlife
  - Specification Summary

JCT:pw
Enclosures

cc: J.S.Sawyer

Checked and returned to Location 6/26/79

RECEIVED
JUN 2[illegible] 1979
LOCATION
SECTION

H M

White River Bridge Replacement

White River Bridge No. 1[illegible]304

Wasco County Road #237

Location Narrative

This project encompasses replacement of a 66 foot wooden simple span structure with a prestress slab span of similar demensions. The wooden span was put in place as a temporary structure after the original one was washed out during the 1964 flood. The replacement has undergone repeated highwater attacks, the last of which was prevalent and occured during the winter of 1977-8. Very large boulders were placed for abutments to ease the effects of the highwater. Eye witness accounts of slack or slow moving backwater during highwater of 1977 tell of water pouring through the bridge area impeded by the narrow channel width; and to some extent, the structure itself.

The project entails a structure replacement, approach realignments and minor channel work to enlarge the water way under the bridge.

Structure Replacement

The County wishes to have the bridge replaced in kind. Therefore, we have shown alignment for a 66 foot replacement structure. We suggest, that a concrete prestress slab span be used with no more than a 26 inch depth. This is the maximum depth without increasing the approach fills or the abutment heights.

The abutments should most probably be spread footings due to the preponderance of the material being large stream boulders down to about 950 foot elevation (assumed from TBM 1000). This is from ten to fifteen feet below the bottom of channel as shown on the drawings. We feel, that if the top of footings were at about the 960 foot elevation, they would have adequate protection, if back filled with available large boulders of Rip Rap 2000# class plus.

The construction of new concrete abutments will involve cofferdams or dikes to divert water from one side of the stream to the other during construction. Dewatering the footing area during excavation and pouring of concrete should follow guidelines of the Fish & Game Department. They wish the water to be pumped to a holding pond, which we have shown under numeral 8 on the plans.

It should be noted at this juncture, there is a letter pending arrival from the local Fish & Game office with criteria covering limitations, that the contractor will have to work within for both the channel work and bridge removal and construction.

The contractor will be responsible for backfill and compaction around the abutments and wingwalls in accord with O.S.H.D. specifications.

The elevation of the existing deck is at 983.0. We propose to have the bottom of deck of the new structure at this elevation.

We were concerned about the fact, that the 1977 highwater effected the existing bridge, which acted like a flood gate while the fill reacted like a dam. We thought, that a longer span might help facilitate raising the bridge elevation and give more horizontal channel width. We made suggestions to the County in this respect defending our position with highwater datum downstream at the Tygh Valley Gauging Station. They preferred to use the datum from the up stream gauging station in their argument and negated our thinking along this line.

The new structure should have railings and felloe guards, but should not need walkways even though the pedestrian traffic during vacation time and weekends during fishing season is very evident. The traffic pattern both volume wise and speed wise is low.

Wingwalls should be designed to help protect the new structure and fill from highwater current flow.

We have included guardrail connections and guardrail for the four corners of the new structure. It will be very impractical to include more guardrail for the project.

Approach Realignments

The approaches to the new structure will be constructed by the County. New alignment was made to get a smooth transition from the existing roadway onto the new bridge as simply and cheaply as possible. Alignment involves a 4½° simple curve on the west approach and a 31½° simple curve on the east. Because of the low speed on the roadway, we do not see sharp curvature as a problem. It will be a much better alignment, than the present situation. The typical section was chosen to match the new structure. The extra roadway width exceeds the existing roadway by about ten feet. Federal requirements indicate a 30' wide structure. Pre cast deck slabs are in 4 foot widths. We have shown 8 slabs @ 4 feet or 32' width.

Existing Facilities

There are non-utility parking areas adjacent to the east approach used by fishman and campers. This will necessitate building an approach somewhere between station 2+00 and 3+00. We have only shown a tentative location for a 30 foot approach. This area is used extensively on weekends and all concerned parties feel a wide approaches justifiable.

All roadbed work, rip rap and current defector dikes upstream are to be constructed by Wasco County and not to be included in contract. There is letter forth coming from the county verifying the work to be done by them.

Channel Work

This is of minor nature, but should enchance the future conditions of the channel near the structure and prevent future washing and of the river bank from the structure south to "T" line station 51+00 and from 100' to 150' left. We propose to place channel deflectors as shown on the plans at "T" line station 51+00 (120 feet left). This will cause the existing island to eventually erode away and allow a smooth transition for the channel through the bridge area. The County has removed this island several times because it collects debris all year, which becomes a hazard, to the bridge at highwater time. We feel, that the current deflector rocks could be collected from the area immediately adjacent to the east approach on the right. We have designated with a numeral number 7. We also, feel that a large amount of rip rap could be collected from this area to protect the fills as shown on the plans.

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We have placed the alignment so that ½ of the existing bridge could be kept open, if the county felt this was feasible. They have County court permission to close the bridge for construction. (We have enclosed a letter to this effect from the County). We feel, that there may be viable reasons for keeping it open. The primary concern may be the possible use as a construction bridge for the contractor. We are aware of our policies in the past to avoid long detour routes, if at all possible. To this end we have left the avenue open to not close the bridge.

The large boulders and coffers underneath and surrounding the old abutments should be used for rip rap and current deflectors.

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

June 11, 1979

J.S. Sawyer
Resident Engineer
Oregon State Highway Division
Seufert Park Road
The Dalles, Oregon 97058

ATTENTION: David F. Hirte

SUBJECT: Upper White River Bridge

Dear Dave:

Wasco County has considered the construction problem involved with this project and has determined that costs could be reduced by closure of this road section during the construction period. Therefore, this road will be closed during construction.

The Wasco County Road Department will do all road approach work, rip-raping, and channel work involved with this project as specified in the plans.

If we can be of any other assistance in this matter please let us know.

Sincerely,

Rick Cantrell

Rick Cantrell
County Judge

Rex Kniesteadt

Rex Kniesteadt
County Roadmaster

White River Bridge Replacement

White River Bridge No. 16394

Wasco County Road #237

Job Cost Estimate

The County wishes to do all grading items, we have not included these in the project cost. We have included the quantities for the grading and channel work.

All prices were obtained from the Cost Analysis and Structures Section. Quantities for the structural excavation and concrete and reinforcement are based on previous knowledge of past contracts and are not refined.

All other items are reasonably close to what this office feels is substantially adequate.

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date June 12, 1979

Section White River Bridge Replacement
County Wasco
Kind Of Work Bridge Replacement
Length .09 mile
Name Hirte for Sawyer

No	Item	Code	Unit	Quant.	Unit Cost	Total
01	Mobilization 9%		L.S.	All	11,030	11,030
02	Temporary Protection & Direction of Traffic 1%		L.S.	All	1,225	1,225
03	Temporary Signs		Sq. Ft.	104	6.50	676
04	Temporary Construction Traffic Rail Bar.		Lin. Ft.	60	7.50	450
05	General Excavation		C.Y.	1,032	——	——
06	Embankment		C.Y.	736	——	
07	Watering		M. Gal.	34	——	——
08	1½" - 0" Pit Run Subbase		C.Y.	640	——	——
09	¾" - 0" Top Course		C.Y.	160	——	——
10	Rip Rap		C.Y.			——
11	Bridge Removal		Sq. Ft.	1,300	4.00	5,200
12	Shoring & Cribbing		L.S.	All	2,000	2,000
13	Structural Excavation		C.Y.	500	15.00	7,500
14	Structural Excavation Below Elevation Shown		C.Y.	50	15.00	750
15	Structural Concrete 3300 PSI		C.Y.	250	175	43,750
16	4' x 66' x 26" Prestress Slabs		Each	8	5,300	42,400
17	Reinforcement		lb.	15,000	0.50	7,500
18	4 Tube Traffic Rail		Lin. ft.	132	50	6,600
19	Guardrail Type 2		Lin. ft.	100	15.00	1,500
20	Rail End Pcs		Each	4	85.00	340
21	Bridge Connection		Each	4	375	1,500
22	Special Footing Backfill		C.Y.	100	12.00	[illegible]

OREGON STATE HIGHWAY DIVISION
S[illegible]RY--BID SCHEDULE--COST ESTIMA[illegible]

Sheet 2 of 2
Date June 12, 1979

Section White River Bridge Replacement
County Wasco
Kind Of Work Bridge Replacement
Length .09 miles
Name Hirte for Sawyer

No	Item	Code	Unit	Quant.	Unit Cost	Total
23	Special Wall Backfill		C.Y.	100	12.00	1,200
	Subtotal					134,822
	20% Engineering and Contingencies					26,964
	Total Project Cost					161,786

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
May 4, 1979

FILE:

JRHagdorn

FROM: John R. Hagdorn
Region Federal Aid Engineer

TO: MEMO TO THE FILES:

SUBJECT: Status of SOS Projects
(per G.Wimer's letters of 3/13 and 3/26)
Region IV

PROJECTS NEEDING FULL FUNDING:

Ferguson-Tekampe:
Survey completed (by County). Hold to be ready if off-system funds are ever available.

Old Dry Creek-Ochoco Highway:
✓ County requested P.E. deposit returned to them. Judge Hoppes stated that the P.E. money could be returned to coffers, but Hal Reynoldson suggests returning the deposit but holding the P.E. money if off-system funds are eventually made available. Hal to state such in a letter to the County and I will obtain the Judge's endorsement.

Deschutes River (Sheep) Bridge:
✓ Special Road District #6 requests the same as above, Hal to handle the same.

Sprague River (Godowa Springs) Bridge:
PWD Earl Kessler cancelled project and returned P.E. money to coffers.

PROJECTS PARTIALLY FUNDED:

Power Line-China Hollow Road:
SOS money transferred to make up the deficit and project awarded.

Upper White River (Crossing Road) Bridge:
✓ Roadmaster Rex Kniesteadt stated to go ahead with P.E. He understands that if project cost goes beyond present Federal obligation that the County would have to provide the additional money.

PROJECTS NOT OBLIGATED:

Bridge Drive Bridge:
Otter Drive-South (Bridge Drive)
Special Road District #4 notified by letter - no response - I am trying to contact them.

JRH:pw
cc: Dale Allen
G. Wimer ✓

Reynoldson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
April 4, 1979

FILE: 233-1936

FROM: John R. Hagedorn
Region Federal Aid Engineer

SUBJECT: Partially funded SOS Projects
Region IV

TO: Gerald Wimer
Project Management

There is but one proposed project in this Region that falls in the subject category:

Upper White River (Crossing Road) Bridge
Project No. SOS-3300 (1)
Wasco County

The County Roadmaster informed me March 27, 1979 that he still wanted to go ahead and contract the bridge even though it may cost the County more money.

Rex Kniesteadt said that if he was not applying for an SBR project for another bridge, he would gladly have tried for an SBR program on Upper White River and thereby release the SOSR funds. However, he really needs to replace both structures.

JRH:pw

0

M

[illegible] D
Record

V. Atiyeh
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 1249, BEND, OREGON 97701 PHONE 382-1911

March 16, 1979

Wasco County Court
Courthouse
The Dalles, OR 97058

Attn: Mr. Rex Kniesteadt, County Roadmaster

Gentlemen:

Word was recently received from the FHWA that there are no more SOSR funds. This fact greatly affects the Upper White River Bridge project in your County.

This project was programmed with the FHWA for $155,230. of federal funds. In the past, under normal conditions with sufficient money in the federal coffers, the federal funds would be increased to the allowable limit of $215,000., if the project costs increased. In our present situation our Local Government Section in Salem advises that due to the exhaustion of the SOSR funds, the amount of federal funds available on the White River Bridge is $155,230., including P.E. At this time the Local Government Section advises the following courses of action for the County:

1. Temporarily postpone the project - hoping for Congress to authorize additional funds.
2. Proceed with project, making up the additional money with local funds.
3. Consider the limited Spec. Bridge Replacement Program

Following are pertinent computations:

Assume Construction costs @	$200,000.00
Est. Total Construction costs	200,000.00
Est. P.E. Costs	9,210.00
Est Total Project costs	209,210.00
Less PE Advance deposit	1,540.00
Less Federal funds	155,230.00
Additional amount needed	$ 52,440.00

PROJECT MANAGEMENT
CCE
M FAE
N M 14
PM
LG OP

Very truly yours,

J R Hagedorn
John R. Hagedorn
Region Federal Aid Engineer

JRH:pw
cc: Dale Allen, Gerald Wimer, Josh Sawyer ✓

Form 81-734-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-17-79	CC1954		233-1936

BILL TO: Code:

Wasco County Court
Courthouse
The Dalles, Oregon 97058
Attn: Mr. Rex Kniesteadt, Co. Roadmaster

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. for the Upper White River (Crossing Road) Br. SOS-3300(1) AD560			

Advance Deposit Amount	$ 1,540.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 1,540.00
Transfer to Highway Fund	$ 1,140.00
Refund Due	$
Partial or final request for billing	
Number of the previous request in connection with this service.	

Amount Due . . . . . . $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

Gerald W. Wimer

SP*35736-734

9147

December 18, 1978

Wasco County Court
Courthouse
The Dalles, Oregon 97058

Attn: Mr. Rex Kniesteadt
County Roadmaster

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Upper White River (Crossing Road) Bridge, SOS-3300(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$10,750.00
Federal Funds	9,210.00
Balance	$ 1,540.00
Local Share:	
$1,540.00	

12/19
Told [illegible] Hagedorn

Please make your check in the amount of $1,540.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#560: Vern Skoog-Please return completed AD#560 when check is received.
Region 4 Federal Aid Engineer John Hagedorn.

NM

Form 81-734-3039

UWR0001

9

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Upper White River Bridge 12-15-78

Date March 22, 19

Highway White River Crossing Rd. #237

Authorization No. 1

County Wasco

Survey Prefix 233-1936 (Assigned by Salem office)

Description of termini, route, length, etc.:

Existing timber structure at M.P. 1.9 on the White River Crossing Road, County Road No. 237.

Purpose of survey:

Prepare plans, specifications and estimate of cost for replacing bridge.

SEC-3300(1)
12-15-78

Estimate of cost:	Field	901	5,000
	Final Design	905	1,000
	Soils	910	250
	Hydraulic	919	1,000
	Specifications	921	1,000
	Found. Ex.	926	[illegible],500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 10,750

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

District Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. ~~ASSISTANT STATE HIGHWAY ENGINEER~~

SP*19760-734

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-3300(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90055

COUNTY NAME Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 12-15-78

DATE AUTHORIZATION EFFECTIVE 12-15-78

FEDERAL ROUTE NUMBER non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Upper White River (Crossing Rd.) Bridge

GENERAL DESCRIPTION OF WORK:

Preliminiary engineering and one structure.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including archeological salvage
TEC NTE $10,750
☒ OTHER (Specify) See below
F.F. $ 9,210

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-15-78 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $170,250 - Federal Funds $146,020 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 12-15-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

December 13, 1978

Wasco County Court
Courthouse
The Dalles, OR 97058

Attention: Sue A. Proffitt
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Upper White River Bridge Section of Crossing Road in Wasco County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

STATE OF OREGON
1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 5, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90055
Project No. SOS-3300(1)
Upper White River (Crossing Rd.) Bridge
Wasco County

AD 560

Enclosed is data for the subject project.

We hereby request the following:

1) Authorization to proceed with all phases of preliminary engineering including archeological salvage at an estimated total cost of $10,750 with an obligation of $9,210 in federal funds.

2) Authorization for construction at an estimated total cost of $170,250 with an obligation of $146,020 in federal funds.

CL:tmw

Enc.

cc: D. Allen, (Region 4)
H. Reynoldson, w/att.

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

12-5-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		Co. Rd., approx. 5 mi. S.W. of Wamic		50	--	--	10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	PROJECT NUMBER NUMBER 7
3	P.E., One Bridge								SOS-	3300

CARD 4

CLASS OF FEDERAL FUNDS: Safer Off System Roads

NAME OF URBAN AREA 17-31: --

COUNTY NAME: Wasco

COD 06

ROUTE NO. N — FEDERAL-AID: Non (32) — STATE: Co. Rd. (36) (37) — U.S.: --

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.01	10,750	9,210	---	1,540 (Co.)
5					**ROW**		"Upper White River (Crossing Rd.) Bridge"					
5					**CONST** (CODE) X020			0.01	170,250	146,020	---	24,230 (Co.)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL		0.01	181,000	155,230	---	25,770 (Co.)
1	14				(16) (23)	(24) (33)		

PROGRAM APPROVAL DATES: 10-13-78

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-5-78

T LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., approx. 5 mi. S.W. of Wamic 65		50	-- (66) (70)	-- (71) (72)	10	Oregon	41 (2) (3)	680 (4) (9)	90055 (14) (18)

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	SOS- 14 23	3300 7	(1) 13	(24) (26)	27

afer Off System Roads

--

COUNTY NAME	CODE
Wasco	065 (14) (16)

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non (32)	Co. Rd. (36)	-- (37) (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
		"Upper White River (Crossing Rd.) Bridge"	0.01	10,750	9,210	---	1,540 (Co.)	ROW-40' normal; Access control-none; Parking Restrictions-none.
W								
NST E)			0.01	170,250	146,020	---	24,230 (Co.)	
CL		PROJECT TOTALS	0.01	181,000 (16) (23)	155,230 (24) (33)	---	25,770 (Co.)	

AL DATES

10-13-78

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

UPPER WHITE RIVER (CROSSING RD.) BRIDGE
PROJECT NO. SOS-3300(1)

Existing Facility: 66 foot untreated timber bridge with H.C. of 20.5 feet.

Adjacent Sections: 22 foot gravel surfaced roadway.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including archeological salvage.
2) Construct reinforced concrete bridge, 66 feet in length having a width of 30 feet and necessary approach roadways.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreement.

FHPM 7-7-2 Requirements: Nonmajor Action project concurred in by FHWA on November 17, 1978.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 2.
2) Included in FY 79 Annual Program in table of Projected Federal Fund Obligations and Balances for Fy 79 Program.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPART…NT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 17, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project SOS-3300(-)
Upper White River (Crossing Rd.) Bridge
Project Assessment
Wasco County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's October 25, 1978 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P.V. Riedl
G. L. Green for

cc:
ODOT (D H Moehring)
OSHD (Reg 5, Env)

Environmental Section
November 21, 1978

D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
Dale Allen
R. S. Hawkins
R. J. Vancleave
David Fenton
Gerald Wimer
B. L. Gifford (2)
Don Keyes (8)

N

M

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

505-3300(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Upper White River (Crossing Road) Bridge

Date October 25, 1978

County Wasco County

Unit (if appl)

Highway White River Crossing Road #237

City

Termini: M.P.(if appl) 1.89

State Hwy. No. Off System

Region 4

Length

Construction Estimate $180,500.00
Program Amount

B. Purpose of Project:

To replace an existing timber structure with a reinforced concrete structure. The project will improve safety by providing a structure capable of supporting heavy loads and guardrailing for vehicle impact protection and pedestrian crossing protection.

C. Origin & History of Project:

The Federal Highway Administration declined a request for emergency relief funds for damage sustained by the bridge in the December 1977, storms. The present structure is composed of untreated log stringers, untreated wooden deck, and loose rock abutments. The December runoff eroded the east abutment allowing the southeast corner of the bridge to drop approximately three feet. Portions of the log stringers have deteriorated and will not hold deck nails.

D. General Description of Project:

Construction of a reinforced concrete bridge approximately 66'x30' across White River in the SW¼, Section 4, Township 5 South, Range 12 East, W.M.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 50 ; Projected ADT 60 ; Yr. 1980

Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels________

Acres_______; Type of Relocation Req._________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Wasco County has a cinder material source within one-half mile of project.

Type of Structure(s):

Concrete (slab or beam, to be determined by design)

Brief Description of River or Stream and Type of Involvement, if any:

The stream bed will be entered for placement of footings and riprap.

Local City, County or COG priorities of project:

None

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

1. Do not build.
2. Reduce width--bridge would be inadequate for any future reconstruction of this route.
3. Develop new route to cross White River--fiscally impractical and would significantly degradate the scenic resource of the area.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project lies in the White River Canyon which is approximately 500 ft. in depth. In this area the topography is rolling to mountainous with the elevation [illegible] the site at 1,600 ft. and the top of the [illegible] is 2,100 ft.

The vegetation consists of pine, oak, forbs and shrubs. Runoff is heavy from November to June. In the spring and early summer the river carries a heavy load of glacial silt.

The White River Watershed, a tributary of the Deschutes River, contains approximately 238,080 acres in Wasco and Hood River counties. White River originates at the White River Glacier on the east side of Mt. Hood and flows in an easterly direction through Tygh Valley to the Deschutes River. The watershed is about 50 miles long and its main tributaries, Badger and Tygh Creeks, are 25 and 20 miles long. Average precipitation ranges from a high of 130 inches on Mt. Hood, rapidly decreasing toward the east to 8 - 23 inches annually in the White River Valley.

The upper part of the basin is rough to rolling and heavily timbered. In the lower part the river crosses a broad semiarid plateau in a canyon 400 to 500 feet deep. Runoff is heavy from November to June. In spring and early summer melting snow contributes to the flow. In late summer the river carries a heavy load of glacial silt.

2. Cultural:

Adjacent land uses are grazing and open space (unfenced grass and timber land). The project will not contribute to increased traffic flow in the area. Therefore, will not increase noise level or aid degradation, with the exception of incidental noise during the construction phase.

There are no utilities in the vicinity of the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

No changes in traffic patterns are anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

No discernible impact on noise and air quality. Traffic safety should be improved.

3. Estimated Impact on Land Use:

No anticipated change in land use.

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

There will be some disturbance of stream bed involved in construction of footings and channel work. Wildlife personnel have been contacted and they stated they would desire work in the stream be performed during the glacial runoff, and make efforts to contain silting during construction.

Consequences:

Significant consequences on aquatic flora and fauna are not expected. There are no wetlands involved.

5. Expected Impact on Cultural and Scenic Resources:

The small amount of riprap to control erosion will not impair the scenic resource of the area.

No cultural impacts anticipated.

Consequences:

None of significance is anticipated.

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None
[redacted]

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
No plans

b. Noise Standards

A noise study report is required.

c. Water Quality Standards

No plans

d. Area Land Use and Transportation Plans, and Zoning

No conflict with existing plans

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------	------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Minor scale of project and absense of significantly adverse impacts.

D. Recommended Project Category: _____ 1 _____ 2 __X__ 3 _____ 4

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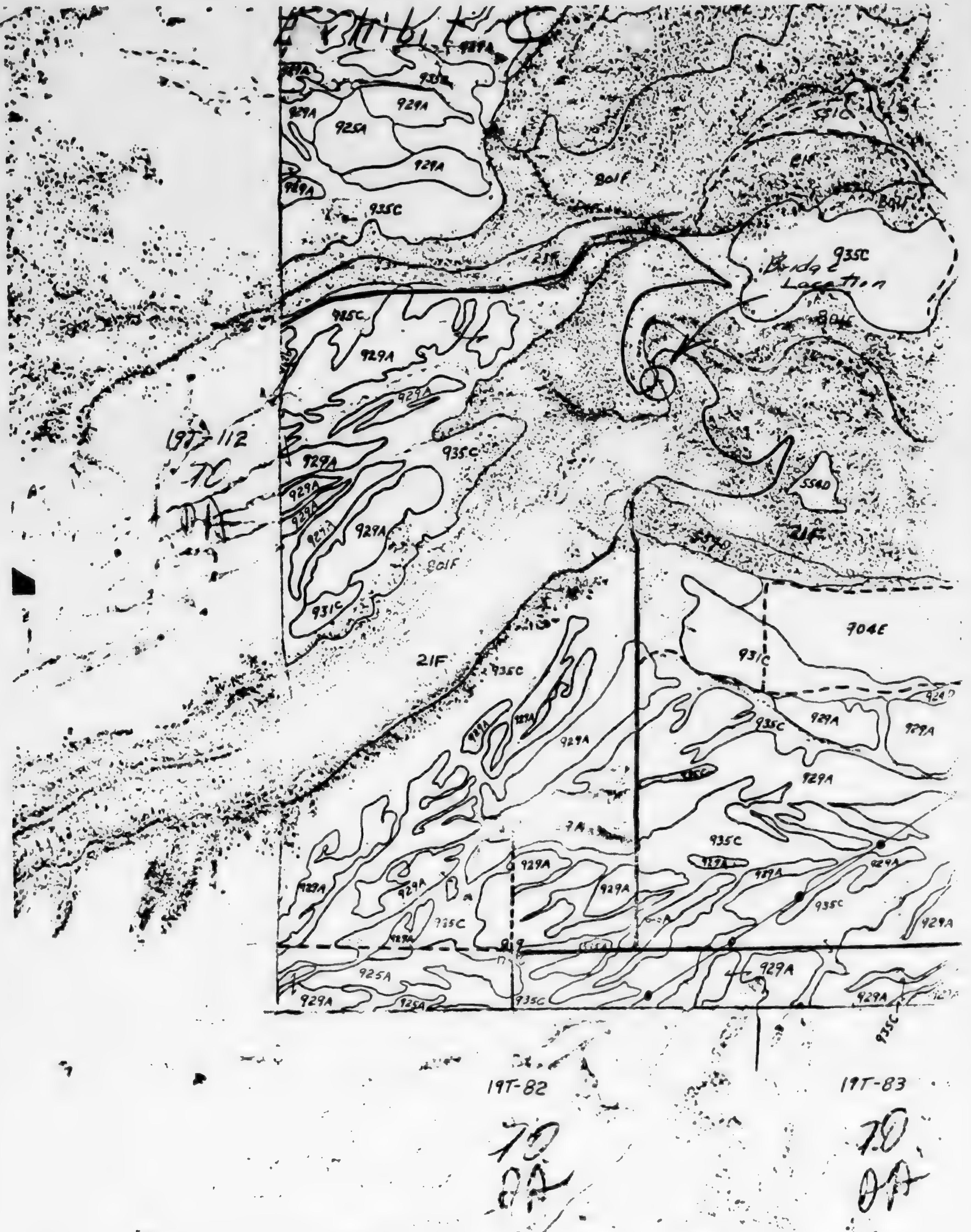
Exhibit C


929A
935C
929A
925A
929A
929A
935C
801F
21F
51C
801F
BGW
935C
Bridge Location
801F
935C
929A
929A
19T-112
7C
DA
929A
935C
929A
929A
929A
929A
556D
21F
801F
931C
21F
935C
704E
931C
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935C
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935C
929A
929A
929A
929A
929A
935C
929A
935C
925A
929A
925A
935C
929A
929A
935C
19T-82
7D
0A
19T-83
7D
0A

DATE: 1/73 A-D-G HESSLAN SERIES SOILS: 904E *1. Hesslan-Skyline complex, 5 to 40 percent slopes
801F *2. Skyline-Hesslan complex, 40 to 65 percent slopes
21F *3. Hesslan complex, 30 to 70 percent slopes

The Hesslan series consists of well drained stony loam over cobbly loam soils formed in loess, volcanic ash, and colluvium. These upland soils have 5 to 70 percent slopes. Elevations range from 1000 to 3000 feet. Vegetation includes bluebunch wheatgrass, Idaho fescue, Oregon white oak, forbs, and shrubs. Average annual precipitation is 14 to 20 inches; average annual air temperature is 45° to 49° F. The average frost-free period (32° F.) is 110 to 140 days and 28° F. is 140 to 160 days.

Typically, the surface layer is very dark grayish-brown or brown (moist) stony loam about 9 inches thick. The subsoil is dark brown (moist) loam and cobbly loam about 14 inches thick. Depth to semi-consolidated sedimentary rock is 20 to 40 inches.

Permeability is moderate. Available water capacity is 3 to 8 inches. Water-supplying capacity is 5 to 7 inches. Effective rooting depth is 20 to 40 inches. Runoff is medium on unit 1 and rapid on units 2 and 3. The erosion hazard is moderate on unit 1 and high on units 2 and 3.

Hesslan soils are used for range, and wildlife habitat. These soils occur in north central Oregon (B8).

(Classification: Typic Haploxerolls, coarse-loamy, mixed, mesic family.)

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-9	stony loam	ML, CL-ML	A-4	5-20	85-95	80-95	70-90	50-70	20-25	0-5	.6-2.0	.13-.17	6.6-7.3	low
9-23	cobbly loam	ML, CL-ML	A-4	10-30	85-95	80-95	70-90	50-70	20-25	0-5	.6-2.0	.11-.15	6.6-7.3	low
23	semi-consolidated materials													

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS
		STEEL	CONCRETE	K	T	
0-18	-	low	low	.28	2	-
18-23	-	low	low	.28	-	-

FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
none	-	-	> 6	-	-	C

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
-	-	20-40	rippable	-	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT				SOURCE MATERIAL AND WATER MANAGEMENT			
USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1,2,3	Severe	Depth to rock, slope	ROADFILL	1,2,3	Poor	Borrow area damage, slope
SEWAGE LAGOONS	1,2,3	Severe	Depth to rock, slope	SAND	1,2,3	Unsuited	Excessive fines
SANITARY LANDFILL (TRENCH)	1,2,3	Severe	Depth to rock, slope	GRAVEL	1,2,3	Unsuited	Excessive fines
SANITARY LANDFILL (AREA)	1,2,3	Severe	Slope	TOPSOIL	1,2,3	Poor	Slope, stones
DAILY COVER FOR LANDFILL	1,2,3	Poor	Slope, stones	POND RESERVOIR AREA	1,2,3	Severe	Slope, depth to rock
SHALLOW EXCAVATIONS	1,2,3	Severe	Slope	EMBANKMENTS DIKES AND LEVEES	1,2,3	Moderate	Low strength, piping
DWELLINGS WITHOUT BASEMENTS	1,2,3	Severe	Slope	DRAINAGE	1,2,3	-	Not needed
DWELLINGS WITH BASEMENTS	1,2,3	Severe	Slope	IRRIGATION	1,2,3	Unsuited	Slope, stones
SMALL COMMERCIAL BUILDINGS	1,2,3	Severe	Slope	TERRACES AND DIVERSIONS	1,2,3	-	Not needed
LOCAL ROADS AND STREETS	1,2,3	Severe	Slope	GRASSED WATERWAYS	1,2,3	-	Not needed

CONTINUATION SHEET OR-SOILS-1 12/72 [illegible]

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	**1,2,3**	**Severe**	**Slope, stones**	PLAYGROUNDS	**1,2,3**	**Severe**	**Slope, stones**
PICNIC AREAS	**1,2,3**	**Severe**	**Slope, stones**	PATHS AND TRAILS	1 2,3	**Moderate** **Severe**	**Stones, slope** **Slope**

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY														REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1,2,3	**VIIs**	**-**													

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
1,2,3	**None**								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
1,2,3	**None**								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1,2	V.poor	V.poor	Good	Fair	Poor	Poor	V.poor	V.poor	Poor	Fair	V.poor	-
3	V.poor	V.poor	Good	Fair	Fair	Fair	V.poor	V.poor	Poor	Fair	V.poor	-

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER		POTENTIAL YIELDS		NORMAL SEASON	
				TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
Oak South Exposure	1	bluebunch whtg	65	800	1.5-2.2	3/15 - 7/1	4/15 - 12/1
Oak Steep South	2	bluebunch whtg	70	500	4-5	3/15 - 7/1	4/15 - 12/1
Oak Steep North	3	Idaho fescue bluebunch whtg	50	800	1.5-2.5	4/1 - 8/31	6/1 - 11/1

FOOTNOTES

*** See individual OR-SOILS-1 form for interpretations of the Skyline portion of the mapping unit.**

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON — U.S.D.A. SOIL CONSERVATION SERVICE

DATE: 1/73 A-D-G — WAMIC SERIES — SOILS:

1. Wamic loam, 1 to 5 percent slopes
2. Wamic loam, 5 to 12 percent north slopes
3. Wamic loam, 5 to 12 percent south slopes
4. Wamic loam, 12 to 20 percent slopes
5. Wamic loam, 20 to 40 percent slopes
554 D *6. Wamic-Skyline-Rockly complex, 2 to 20 percent slopes

The Wamic series consists of well drained loam soils formed in volcanic ash and loess deposited on medium or moderately fine textured material. These upland soils have 1 to 40 percent slopes. Elevations range from 1000 to 3600 feet. Where not cultivated, vegetation includes ponderosa pine, Douglas-fir, Idaho fescue, pine grass and related forbs and shrubs. Average annual precipitation is 14 to 20 inches; mean annual air temperature is 46° to 50° F. The average frost-free period (32° F.) is 100 to 150 days and 28° F. is 150 to 200 days.

Typically, the surface layer is very dark grayish-brown (moist) loam about 7 inches thick. The subsoil is dark brown (moist) loam about 21 inches thick. The substratum is dark brown (moist) heavy loam about 16 inches thick. Depth to basalt bedrock is 40 to more than 60 inches.

Permeability is moderately slow. Available water capacity is 6.5 to 11 inches. Water-supplying capacity is 8.0 to 12.5 inches. Effective rooting depth is 40 to more than 60 inches. Runoff is slow to rapid. The erosion hazard is slight to severe.

Wamic soils are used for dryfarm small grains, hay, pasture, range and wildlife. These soils occur in north central Oregon (B8).

The Wamic series is a member of the coarse-loamy, mixed, mesic family of Typic Xerochrepts.

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP.** (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-28	loam	ML, CL-ML	A-4	0	95-100	95-100	90-95	55-75	20-25	NP-5	0.6-2.0	.19-.22	6.6-7.3	low
28-44	loam	ML	A-4	0	95-100	95-100	90-95	55-75	30-35	5-10	0.2-0.6	.13-.15	6.6-7.3	low
44	basalt bedrock													

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS
		STEEL	CONCRETE	K	T	
0-28	0.2 - 0.3	mod.	low	.32	5	-
28-44	0.2 - 0.3	mod.	low	.37	-	-

FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
none	-	-	> 6	-	-	B

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
-	-	40 >60	hard	-	Perched water possible 3-4 ft. Dec.-April

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1,2,3,6 4,5	Severe Severe	Percolates slowly Slope, percolates slowly
SEWAGE LAGOONS	1 2,3,4,5, 6	Moderate Severe	Slope, depth to rock Slope
SANITARY LANDFILL (TRENCH)	1,2,3,4, 6 5	Severe Severe	Depth to rock Slope, depth to rock
SANITARY LANDFILL (AREA)	1 2,3,6 4,5	Slight Moderate Severe	- Slope Slope
DAILY COVER FOR LANDFILL	1 2,3,6 4,5	Good Fair Poor	- Slope Slope
SHALLOW EXCAVATIONS	1 2,3,6 4,5	Moderate Moderate Severe	Depth to rock Slope, depth to rock Slope
DWELLINGS WITHOUT BASEMENTS	1 2,3,6 4,5	Moderate Moderate Severe	Low strength Slope, low strength Slope
DWELLINGS WITH BASEMENTS	1 2,3,6 4,5	Moderate Moderate Severe	Depth to rock, low str. Depth to rock, slope, low strength Slope
SMALL COMMERCIAL BUILDINGS	1 2,3,4,5, 6	Moderate Severe	Low strength Slope
LOCAL ROADS AND STREETS	1 2,3,6 4,5	Moderate Moderate Severe	Low strength Slope, low strength Slope

SOURCE MATERIAL AND WATER MANAGEMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
ROADFILL	1,2,3,6 4 5	Moderate Moderate Severe	Low strength Slope, low strength Slope
SAND	1,2,3,4, 5,6	Unsuited	Excessive fines
GRAVEL	1,2,3,4, 5,6	Unsuited	Excessive fines
TOPSOIL	1 2,3,6 4,5	Good Fair Poor	- Slope Slope
POND RESERVOIR AREA	1 2,3,6 4,5	Moderate Moderate Severe	Depth to rock Slope, depth to rock Slope
EMBANKMENTS DIKES AND LEVEES	1,2,3,4 5,6	Moderate	Low strength, piping
DRAINAGE	1,2,3,4, 5,6	-	Not needed
IRRIGATION	1 2,3,6 4,5	Good Fair Poor	Favorable Slope Slope
TERRACES AND DIVERSIONS	1,2,3,6 4 5	Moderate Moderate Severe	Depth, erodes easily Slope, depth to rock, erodes easily Slope
GRASSED WATERWAYS	1,2,3,6 4 5	Moderate Moderate Severe	R depth, erodes easily Slope, footing depth, erodes easily Slope

CONTINUATION SHEET OR-SOILS-1 12/7

WAMIC SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1 2,3,6 4,5	Moderate Moderate Severe	Percolates slowly Slope, percolates slowly Slope	PLAYGROUNDS	1 2,3,4,5,6	Moderate Severe	Slope, percolates slowly Slope
PICNIC AREAS	1 2,3,6 4,5	Slight Moderate Severe	- Slope Slope	PATHS AND TRAILS	1,2,3,6 4,5	Slight Moderate	- Slope

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		Wheat (Bu)		Hay (Tons)										REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	IIIe		35			1.5									
2	IVe		35			1.5									
3	IVe		20			1									
4	IVe		35			1.5									
5	VIe		-			1.5									
6	VIIs		-			-									

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
1,2,4	ponderosa pine	55		Severe	Slight	Severe	Slight	Severe	ponderosa pine Oregon white oak
5	ponderosa pine	70		Severe	Slight	Moderate	Slight	Severe	ponderosa pine Douglas-fir Oregon white oak
3	ponderosa pine	45		Severe	Slight	Severe	Slight	Severe	ponderosa pine Oregon white oak
6	none								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
1,2,3,4,5, 6	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1	Good	Good	Good	Fair	Fair	Fair	V.poor	V.poor	Good	Fair	V.poor	-
2,3	Fair	Good	Good	Fair	Fair	Fair	V.poor	V.poor	Fair	Fair	V.poor	-
4	Poor	Fair	Good	Fair	Fair	Fair	V.poor	V.poor	Fair	Fair	V.poor	-
5,6	V.poor	Poor	Good	Fair	Fair	Fair	V.poor	V.poor	Poor	Fair	V.poor	-

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER		POTENTIAL YIELDS		NORMAL SEASON	
				TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
Pine-Oak-Fescue	1,2,4	Idaho fescue	60		2.5-3	3/15 - 7/15	5/1 - 11/1
Oak South Exposure	3	bluebunch whtg	65	800	4-5	3/15 - 7/1	4/15 - 12/1
Pine-Fir-Elk Sedge	5	elk sedge	40		4-5	4/1 - 8/1	6/1 - 11/1

FOOTNOTES

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* See individual OR-SOILS-1 form for interpretations of the Skyline and Rockly portion of the mapping unit.

** Based on Riverside SCS lab data.

WASCO COUNTY COURT
MINUTES OF REGULAR MEETING
November 8, 1978

Present: H. B. Elder, County Judge
James A. Underhill, Sr., Commissioner
John Conroy, Commissioner

The Court convened at the Courthouse Annex and attended the Adult and Family Services Advisory Board meeting.

Judge Elder briefed the Court on the matter of appointment of a new Veterans' Service Officer and stated he had heard from the Hood River Board of Commissioners that they would be glad to do the advertising and screening of applicants through the veterans group in the City which is quite active and comprised of the Veterans of Foreign Wars, American Legion and other activities in Hood River, and that they felt that any names screened through this group would be a big help in the selection of a Veterans' Officer when it is brought before the courts of the three counties; that they would be glad to perform this service. Judge Elder told them to go ahead and do this that that was the right approach. They will submit several top applicants' names for final consideration.

The Planning Director requested the Court to provide the Planning Department with a Visa credit card so that when any of them, including himself, go on field trips this would be a desirable thing to have, rather than carrying cash. After some discussion it was decided that this would not be advisable and it was suggested to him that he get his own personal Visa card to charge off his expenses, and perhaps others could do the same, but the Court was opposed to issuing one card for the use of all members of his department.

Rex Kniesteadt appeared before the Court with several matters to report to the Court. He stated that there had been a request for a school bus turnaround at Kelly Springs and that he and Commissioner Conroy had met with Mr. and Mrs. Abrams who are the property owners at the location desirable for the turnaround, and that as a result of this meeting there was an agreement reached to improve the turnaround by placing pit rock to stabilize the area, and inasmuch as this will be of benefit to the land owners they will reimburse the County at the rate of $1.50 per cubic yard for the material placed.

There was also a request from the Maupin School Board to provide a turnaround on Bakeoven Road. This turnaround is on George Ward's property at the entrance to the John Conroy ranch and is either a case of stabilizing the area inside the fence line near the gate or widening the shoulder of the road, and after discussing the matter in detail it was determined that the cheaper arrangement and perhaps better would be to stabilize the area on the private property. It is planned to do this with gravel which will be hauled to the area by the Road Department.

Kniesteadt briefed the Court on the matter pertaining to the new pit purchased from Martin Marietta. The farmer with the adjacent land had been using some of the area for grazing cattle and had paid Martin Marietta $500.00 a year for the use of this land and in addition he did all of the maintenance of fence line around the property. This fence line is between six and eight miles in length and involves quite a bit of work in the way of maintenance. The Court suggested that Kniesteadt contact other adjacent property owners to see if they wished to bid on this matter or if they were uninterested which meant they would not want to disturb the arrangements already made by the present lessee.

Kniesteadt also reported on the matter of the sewer line at 13th and Walnut and his negotiations with the City of The Dalles on a proposed agreement for financing the work to be done, and stated that the City Council will meet in a day or two and that he will inform the Court on the next meeting day on what was arrived at in the way of proposed terms between the City and the County and the developer of an area to be served by the sewer line.

The Roadmaster also reported on a proposed walkway to serve the students going to and from the Dry Hollow School. He stated the community in the 19th Street area had sufficient money to do whatever is necessary in the interest of providing a safer access to the school for the children and are awaiting an estimate from the County in preparing an asphalt walkway, which the Roadmaster will provide them at an early date.

Judge Elder briefed the Court and Rex Kniesteadt on the discussions he has had with the Beaver Buildings owner and superintendent regarding the remedial measures for the floor slab of the new Fairgrounds building. Judge Elder had suggested that in lieu of providing a two- or three-inch slab over the top of the existing slab which would be very expensive that a scabber be used to dress down the high spots and then grind with a heavy duty grinder to smooth up the roughened area, or after dressing it down with the scabber grind in a neat cement mortar as a smoothing up process. Judge Elder had given the owner the name of a Portland firm that has this type of equipment for rent at a very reasonable price and suggested they give consideration to that method. They indicated that they were very much interested and very likely would try it and that the Court would be informed later as to their plans for doing the work.

An agreement was signed with the Oregon State Highway Department in relation to the construction of a new bridge at Upper White River Crossing. Rex Kniesteadt, Roadmaster, had been in touch with officials on this matter and they were desirous of having a copy of the minutes sent to them as confirmation that the Court had signed the agreement on a regular Court Day and in an official manner.

Dur to the fact that the Election was over and that Measures 6 and 11 had not been voted in it was not considered necessary to discuss the impact of the Election with department heads as had been scheduled.

Signed order granting zone change to Wasco County Fruit and Produce League from R-4, Residential, to RMH-2, Residential and Mobile Home,in Lots 4, 5, 15 and 16, Mission Park Tracts Addition, Tax Lot 2700, Section 33, Township 2 North, Range 13 East, W.M.

Approved bills for payment.

Adjourned at approximately 5:00 p.m.

H. B. Elder, County Judge

James A Underhill
James A. Underhill, Sr., Commissioner

John Conroy
John Conroy, Commissioner

cc - District Attorney
Commissioner Conroy
Oregon Highway Division
P. O. Box 1249, Bend, Oregon

October 12, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Road Projects

On the Consent Calendar for the October 24, 1978 meeting will be a request for one SOS-R construction project and PE only for 16 other SOS-R projects.

Wasco County is requesting the construction of the Upper White River Bridge on Crossing Road for an estimate cost of $180,500.

Baker County is requesting a PE project on the Powder River Bridge section on Beaver Creek Road. The estimate cost of the survey is approximately $12,000.

The PE project represented by Benton County is for portions of Soap Creek and Sulphur Roads. The estimated cost is approximately $25,000.

The PE project request for Clackamas County is for the Bonnie Lure Park Bridge on Doughty Road. The estimated cost is approximately $25,000.

Crook County is requesting a PE project on the Old Dry Creek-Ochoco Highway Section on Mill Creek Road. The estimated cost is approximately $10,000.

Grant County is requesting a PE project on N. Fork John Day River Bridge on Ritter Road. The estimated cost is approximately $25,000.

The PE project requested by Klamath County is on Sprague River Bridge on Godows Spring Road and estimated to cost approximately $15,000.

Linn County is requesting a PE project on the Thomas Creek Bridge on Jordan Road. The estimated cost is approximately $25,000.

The PE project requested by Malheur County is for the Jordan Creek Bridge on Danner Road. The estimated cost is approximately $15,000.

Umatilla County is requesting a PE project on two bridges (Sumac and Platt) over McKay Creek on McKay Creek Road. The estimated cost is approximately $25,000.

Washington County is requesting a PE project for two bridges over Rock Creek (MP 0.78 and MP 0.96) on NW 185th. The estimated cost is approximately $25,000.

The request for a PE project by the Willamette National Forest is for replacing guardrail at different locations along Rigdon Road and on South Fork Road. The estimated cost is approximately $25,000.

The request for a PE project by Lincoln County Road District Coronado Shores is for resurfacing their existing roads. The estimated cost is approximately $7,500.

Clackamas County is requesting the PE on two special safety projects-one at the intersection of Skogen Road and 362 Drive and the other between MP 0.5 on MP 1.0 on 232 Drive. The estimated cost is approximately $9,500.

The PE requested by Umatilla County is to improve the intersection of Powerline Road and Hwy 730. The estimated cost is approximately $4,000.

Special Road District #4 in Deschutes County is requesting the PE for the replacement of the bridge over the Little Deschutes River on Bridge Drive. The estimated cost is approximately $5,000.

The Federal funds required for these projects is estimated to be $372,810 and the matching funds by the local governmental entities is $60,690.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

HR:lml

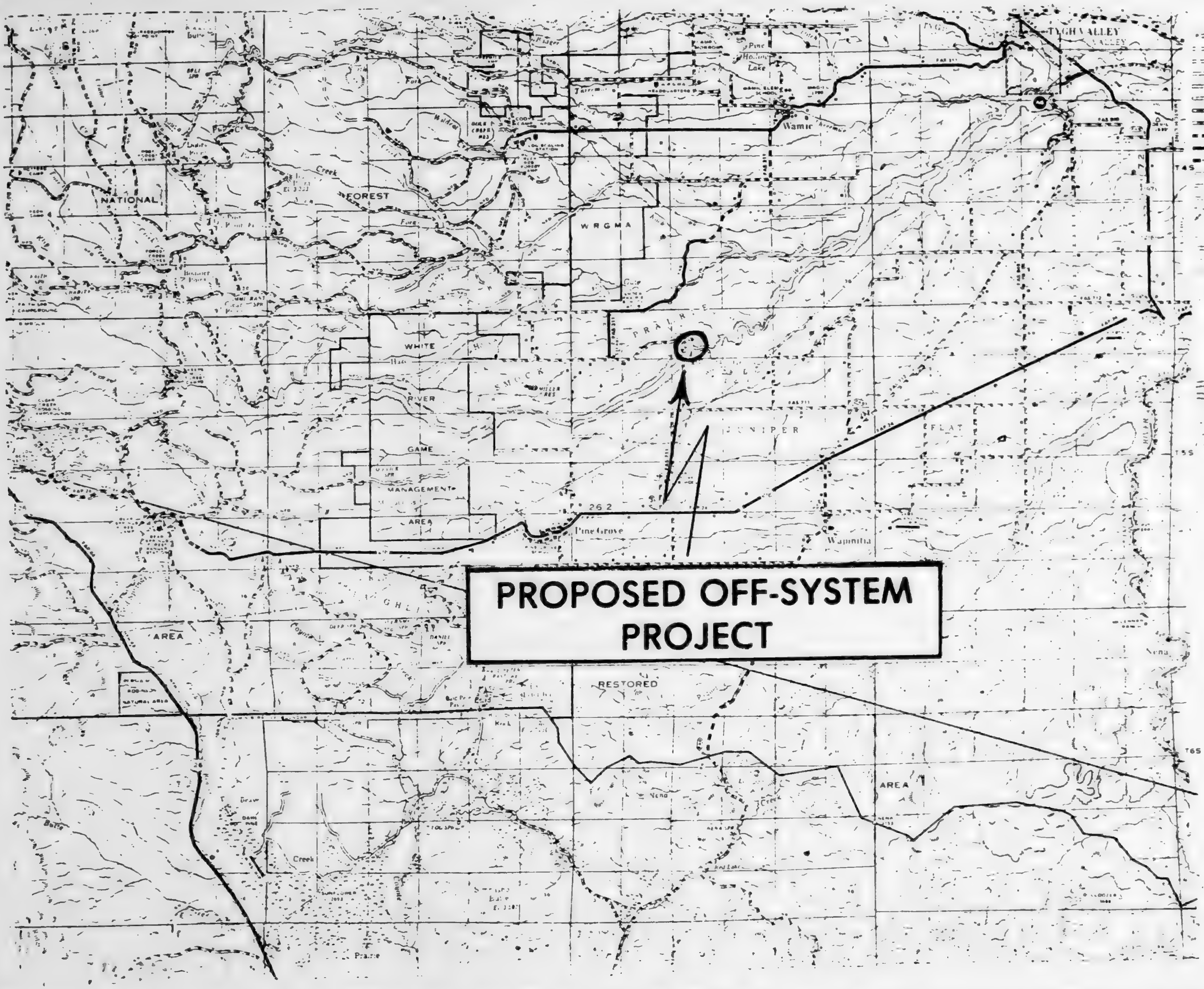
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
George Bell
D. N. Harwell
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz

Wasco County
Proposed SOS Project

Upper White River (Crossing Road) Bridge Section
Structure
$180,500

Construct a reinforced concrete bridge approximately 66 feet long with a 30' roadway. County to construct approaches to new bridge and install guardrail. No additional R/W. No utilities on structure.

Engineering by State.



PROPOSED OFF-SYSTEM PROJECT

TYGH VALLEY
Pine Hollow Lake
Wamic
NATIONAL
FOREST
WRGMA
WHITE
RIVER
GAME
MANAGEMENT
AREA
SMOCK
PRAIRIE
JUNIPER
FLAT
262
Pine Grove
Wapinitia
AREA
RESTORED
AREA
Nena
Creek
Prairie
T4S
T5S
T6S

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Upper White River Bridge

Highway White River Crossing Rd. #237

County Wasco

Date March 22, 1978

Authorization No. 1

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.:

Existing timber structure at M.P. 1.9 on the White River Crossing Road, County Road No. 237.

Purpose of survey:

Prepare plans, specifications and estimate of cost for replacing bridge.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

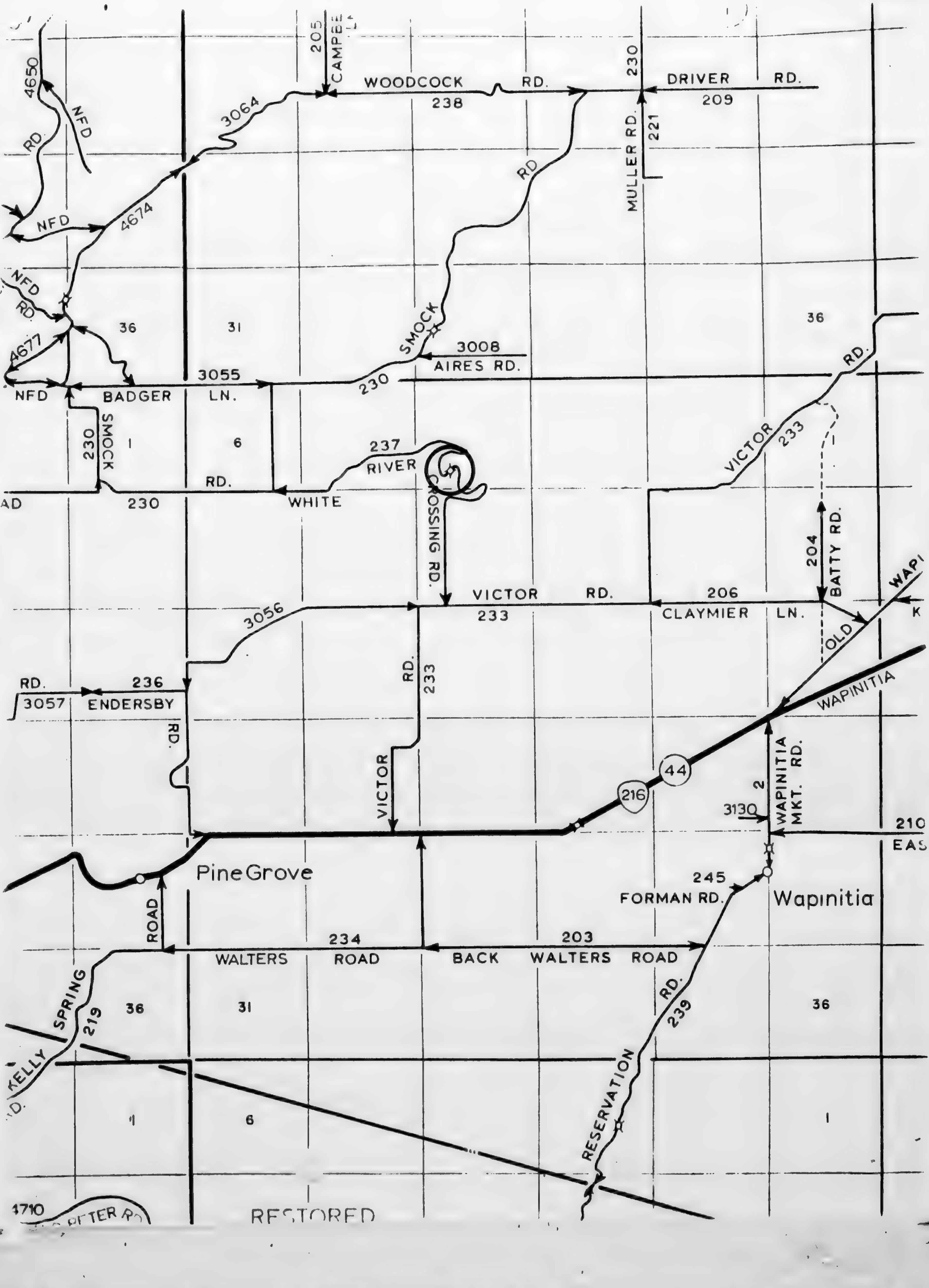
Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734


205
CAMPEE
WOODCOCK RD.
238
230
DRIVER RD.
209
221
MULLER RD.
4650
NFD
RD.
3064
RD
NFD
4674
NFD
RD.
SMOCK
36
31
3008
AIRES RD.
4677
3055
NFD
BADGER LN.
230
36
RD.
230
SMOCK
1
6
237
RIVER
VICTOR
233
RD.
WHITE
AD
230
CROSSING RD.
204
BATTY RD.
WAPI
VICTOR RD.
206
233
CLAYMIER LN.
K
3056
OLD
RD.
3057
236
ENDERSBY
RD.
233
WAPINITIA
44
216
VICTOR
2
WAPINITIA MKT. RD.
3130
210
EAS
PineGrove
245
FORMAN RD.
Wapinitia
ROAD
234
203
WALTERS ROAD
BACK WALTERS ROAD
SPRING
219
36
31
RD.
239
36
KELLY
RD.
RESERVATION
1
6
1
1710
PETER RD
RESTORED

FEDERAL AID PROJECT REQUEST

Date March 8, 1978

Applicant Agency Wasco County

Request for: Off-System x , FAS-C____, FAUS____ Project

Federal Aid Route No.________ Route Name White River Crossing Road No. 237

Project Name Upper White River Bridge

Project Length________ Project Location (Attach sketch map)

Project Description Replacement of existing deficient bridge with new structure. This bridge received damage during 1977 high water (see photos).

Average Daily Traffic 50 Design Speed 25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22 Travel Lanes 2 Shoulders________

Medians________ Parking________

Sidewalks________

Remarks________

2. Desired Roadway Cross Section: (Attach sketch)

Width 30 Travel Lanes 2 Shoulders________

Medians________ Parking________

Curbed________ Length Curb Radii________

Sidewalk/Bikeway________

Remarks Approach roadway work will be accomplished by Wasco County and not be a part to contract.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40 Minimum________ Maximum________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes x No________

3. Will additional right-of-way be needed? Yes________ No x
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes________ No________
Remarks________

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

ROE RE RCE FAE
RTE RECEIVED GEO
RUE MAR 1 1 1978 RDE
RSO REGION 4 RBE
ASSIGNED________

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? None

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Crossing White River in SW¼, Sec. 4, T. 5 S., R. 12 E., W.M.

Type untreated log stringer, untreated timber deck, loose stone abutments

Approach Roadway Width 22 Shoulder Width

Length 66 Width 20.5

To remain in place? If present location does not interfere with new bridge construction may serve a temporary detour.

2. **Proposed Structure:**

Location Adjacent to or in place of existing structure.

Approximate Size: Length 66 Width 30

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	County Court Office
2.	Environmental	County Court Office
3.	Public Hearing	County Court Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant_________ State x Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes x No_________

If "yes," describe briefly: Construct approach roadways

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 0.00
Right-of-way costs (if participating)	0.00
Traffic control	500.00
Illumination	0.00
Structures	175,000.00
Railroad	0.00
Other_________	0.00
Preliminary engineering	5,000.00
PROJECT TOTAL	$180,500.00

Remarks_________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

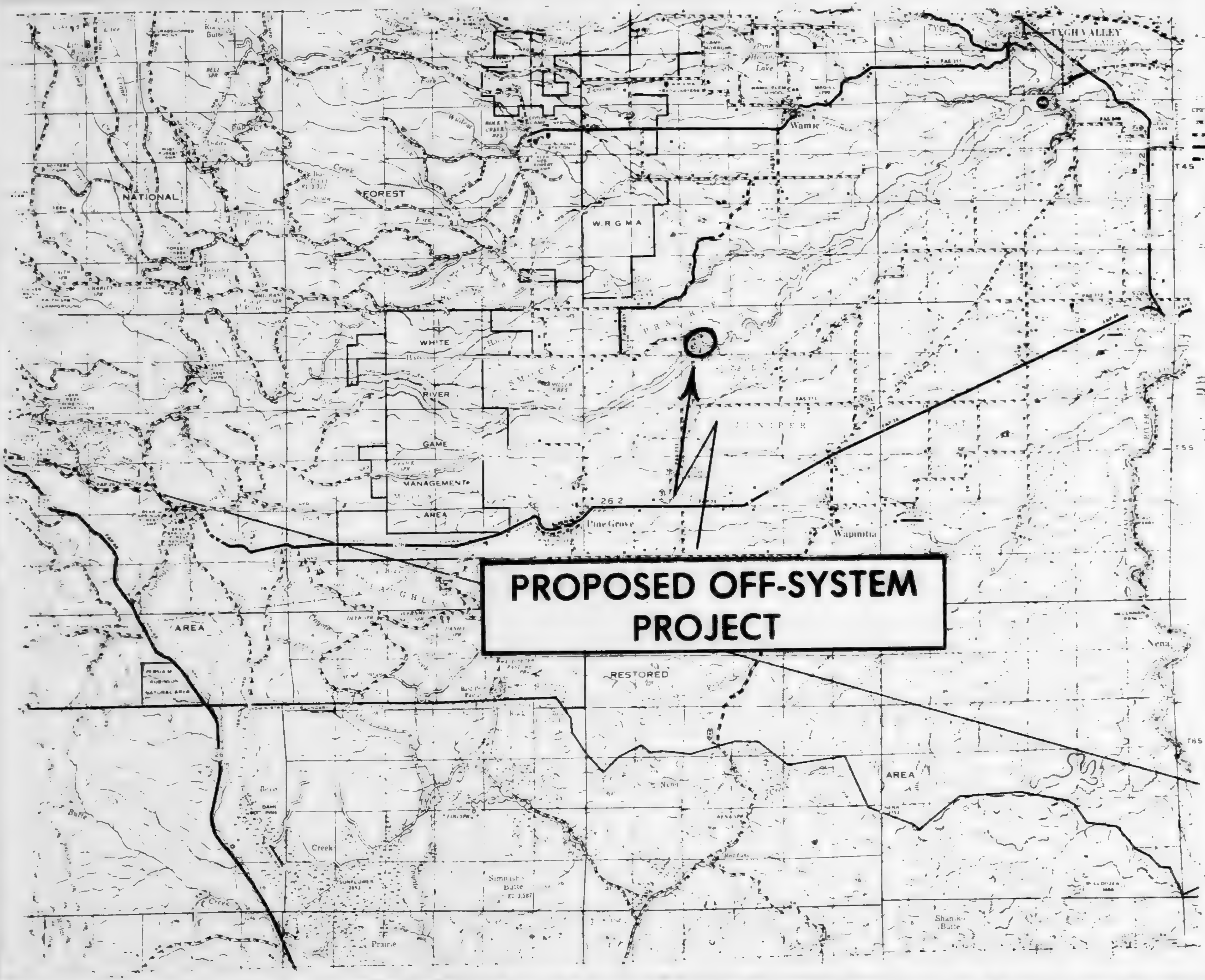
CITY OF _________ and/or WASCO COUNTY

By_________ By_________ County Judge

By_________ By_________ Commissioner

By John Conroy Commissioner

(1976)


PROPOSED OFF-SYSTEM PROJECT

TYGH VALLEY
Wamic
NATIONAL
FOREST
W.R.G.M.A.
WHITE
RIVER
GAME
MANAGEMENT
AREA
PRAIRIE
SMOCK
JUNIPER
262
Pine Grove
Wapinitia
AREA
RESTORED
AREA
Nena
Creek
Prairie
Simnasho Butte
Shaniko Butte
26
T4S
T5S
T6S
72

1980 Amazon Ck. (Acorn Park) 9145
Br. on Acorn Park St. in Eugene.
(Gr., pav. & struc.)

C&A 7207	6-24-80
C&A 7207	1-8-80
C&A 6890	5-15-79
C&A 9200	1-21-80

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	INVOICE NUMBER	BILLING REQ. NUMBER
6/3/83		137074	CA 1621

CODE EUGENEC

•CITY OF EUGENE
•CITY HALL
•EUGENE OR 97401

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			1,707.67
320-1033	296	00	000		1,707.67
320-1033	295	00	000		(1,707.67)

DESCRIPTION	TOTAL PRICE
REVISED FINAL SETTLEMENT ON BROS-2003(1), AMAZON CHANNEL (ACORN PARK STREET)	
TOTAL PROJECT COST	163,310.74
LESS: FHWA PARTICIPATION	(106,677.73)
LESS: ADVANCE DEPOSIT	(31,600.00)
LESS: STATE SHARE OF PROJECT	(23,325.34)
	1,707.67

THIS REPLACES INVOICE #136618 dated 3/23/83.

FINAL
110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
KEN HUSBY PH: 1-800-452-7813 EXT. 8-6011 FOR CORRECTNESS OF CHARGES
OR ______ PH: ______ PREPARER OF INVOICE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

June 3, 1983

Bert S. Teitzel, P.E.
City Engineer
City of Eugene Public Works Department
858 Pearl Street
Eugene, OR 97401

R. N. BOTHMAN

Dear Mr. Teitzel:

SUBJECT: Amazon Cr. (Acorn Park) Bridge
Final Billing

In response to your letter of May 10, 1983, I shall address your comments in the order you presented them:

1. Price Agreement No. 1, in the amount of $1,030.13, was actually comprised of three different types of work:

   a) OBEC's resident engineer made an error in shooting pile cap elevations; 4.12 cubic yards of concrete and 763 lbs. of reinforcement was required to correct the error; the extra cost was $722.54.

      We regret that you understood our Liaison Engineer to say these corrective costs would be participating. The FHWA will not participate in extra costs caused by construction engineering error, and the $722.54 must be paid by the City, as specified in our Agreement.

RECEIVED
ASST STATE HWY ENGR
JUN 03 '83
REFER TO
Info
Inves

   b) To avoid damaging utility ducts, all parties agreed to the construction of sidewalk ramps with P.C.C. instead of asphalt concrete; the 1.84 cubic yards of concrete cost $202.40 extra.

      This item was incorrectly coded as non-participating in our records. We have transferred this cost to participating, and have revised the itemized statement accordingly.

   c) The 298 pounds of reinforcing steel installed to protect the riprap cost $105.19. This item was incorrectly coded as non-participating in our records. We have transferred this cost to participating, and have revised the itemized statement accordingly.

2. As you know, OBEC administered this contract. The paperwork flow from OBEC through our Region Office to

our Salem Construction Office occurred without undue delay:

11-11-80:	Contract work completed.
11-25-80:	Received Third Notification from OBEC, stating that contractor had completed site cleanup and submitted all necessary paperwork to OBEC. Interest began 30 days from this date.
1-29-81:	Final project data from OBEC was received in Salem for verification.
3-25-81:	Final quantities review completed by Final Estimates Unit.
4-3-81:	Final payment to contractor of \$3,145.07; \$3,029.38 for contract work, plus \$115.69 interest for 100 days.

Our procedure and the interest computation described above are in accordance with ORS 279.75. The Federal Highway Administration will not participate in the interest payment; consequently, the \$94.87 interest (relating to the bridge portion of the project) must be paid by the City.

3. We agree with your comment about "Personal Leave". Until recently, such costs were charged to the specific project where an individual was working. To resolve the issue, our Region Office has requested that we transfer the \$105.09 to their administrative overhead. This change is reflected in the revised itemized statement.

We certainly understand the City's position with regard to non-participating costs, and we appreciate your comments. In the spirit of fairness, we trust these cost adjustments resolve this billing to your satisfaction.

Attached is a revised invoice and itemized statement.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

KEH:pf
Attachment
bcc: R. N. Bothman ✓
J. J. Gix, Region 3 Engineer
Jack Ayres, Region 3 Federal Aid Specialist
V. Skoog, Highway Accounting - w/attach transfer
General Files

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS (REVISED) DATE: 6-2-83

CITY: EUGENE AGREEMENT NO: 7207 PROJECT NO: BROS-2003(1)

CONTRACT NO: 9145 SECTION: Amazon Creek (Acorn Park) Bridge

BRIDGE CONSTRUCTION COST:

Participating Cost	$118,654.93
Payment to Contractor	(1,657.50)
Resident Engineer	15,731.85
Audit	211.47
Project Management	144.86
Materials Testing Laboratory	17.54
Technical Services Branch	4.43
Construction Branch	232.38
Other Construction Engineering	7.20
Total Participating Construction Cost	$133,347.16

Non-Participating Cost	
Payment to Contractor (Price Agreement #1)	$ 722.54
Credit for Liquidated Damages	(10.50)
Interest on Final Payment to Contractor	94.87
	$ 806.91

City Share of Bridge Construction = (20% of Partic. Cost)+(100% Non-Partic. Cost)
= 0.20 ($133,347.16) + $806.91
= $26,669.43 + $806.91
= $27,476.34

BIKEWAY CONSTRUCTION COST:

Payment to Contractor	$ 26,080.51
Credit for Liquidated Damages	(432.00)
Resident Engineer	3,361.60
Interest on Final Payment to Contractor	20.82
Audit	46.40
Project Management	24.58
Materials Testing Laboratory	2.78
Technical Services Branch	0.97
Construction Branch	51.01
Total Bikeway Construction Cost	$ 29,156.67

City Share of Bikeway Const. Cost = 20% of $29,156.67 = $5,831.33

City Share Bridge Construction	$27,476.34
City Share Bikeway Construction	5,831.33
Total City Share	$33,307.67
Less: Advance Deposit (6-26-80)	31,600.00
BALANCE DUE FROM CITY	$ 1,707.67

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: LOCAL PROGRAMS UNIT, PROGRAM SEC

DATE OF REQUEST: 6-2-83

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.):

DATE OF ORIGINAL TRANSACTION:

VENDOR'S NAME:

SEND ORIGINAL TO ACCOUNTING SECTION

REFERENCE	CHARGE						CREDIT						
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT	CREW NO.
2-1-81 #96478	4832	960				2 95	320-1033	960				2 95	023-01
1-1-81 # 27022	4832	960				102 14	320-1033	960				102 14	023-01
TOTAL						105 09	TOTAL					105 09	

REASON FOR THIS REQUEST: To transfer "Personal Leave" charges from the Constr. Prefix to Region 3's maint. admin. prefix, (as discussed with Jack Ayres). The project was Amazon channel (Acorn Park) Br. The City should not have to pay for Personal Leave, per Coulter's letter 7-23-81. KEH

PREPARED BY: Ken Husby

APPROVED: Gary Q. Potter

Form 734-1087 (Rev. 3/80)

SP*71114-734

320-1033

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg.-Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-2003(1)

PROGRAM APPROVED 2nd Post Final

VOUCHER PERIOD From: 1/4/80 To: 2/18/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
163,310.74					
~~$1[illegible],415.03~~	$133,347.16	80%	$106,677.73	$106,677.73	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed: the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

Oregon *State Highway Agency*

SIGN ORIGINAL ONLY

By Controller *Authorized Officer* 5/31/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
[illegible] 1 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Amazon Channel (Acorn Park Street) Br. City Street Eugene Lane County					
	Construction Type Code X080 Structure, Br. # 16461 (Sta. 1+9427 To Sta. 1+94.60) (Sta. 1+94.60 To Sta. 2+79.60) Sta. 2+79.60 To Sta. 4+40)					
	Final Contract Payment Summary		Lump Sum		$118,654.93	
	Construction Engineering					
	Oregon Bridge Engineering Co.	All	Required		15,000.00	
	State	All	Required		1,138.26	
	Liquidated Damage		Lump Sum		(1,657.50)	
	Total Participating Construction Engineering				$ 14,480.76	
	Misc. Project Cost					
	Audit Expense	All	Required		211.47	
	Total Participating Project Cost				$133,347.16	
	Nonparticipating Project Cost					
	Formal Contract Payment Summary	All	Required		$ 26,803.05	
	Interest on Final Payment	All	Required		115.69	
	Construction Engineering	All	Required		~~3,546.03~~	3440.94
	Liquidated Damages		Lump Sum		(442.50)	
	Audit Expense	All	Required		46.40	
	Total Nonparticipating Project Cost				$ 30,068.67	29,963.58
	Total Project Cost				~~$163,415.83~~ 163,310.74	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/9/83.					
	AMOUNT CARRIED FORWARD					

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
320-1033	1	BROS-2003-001 APPR-117	106,677.73	134,154.07	133,247.16	80.00	106,677.73	106,677.73		
	8	BROS-2003-001 APPR-117		29,156.67		80.00				
320-1033		PREFIX TOTALS	106,677.73	163,310.74	133,247.16		106,677.73	106,677.73		
320-1037	1	RRS -1255-001 APPR-138	135,000.00	124,757.50	124,757.50	90.00	112,278.15	112,278.15		
320-1338	1	M -0000-036 APPR-W32	1383,192.00	1500,931.65	1510,380.90	88.18	1331,853.88	1331,853.88		
	8	M -0000-036 APPR-W32	140,000.00	140,257.76	140,252.88	88.18	123,674.99	123,674.99		
320-1035		PREFIX TOTALS	1523,192.00	1641,189.41	1650,673.78		1455,528.87	1455,528.87		
320-1048	:	M -0000-012 APPR-W32	541,083.00	617,841.03	616,404.29	88.18	543,545.30	541,083.00	2,462.30 B	
320-1051	1	TOR -1007-003 APPR-780	100,000.00	98,335.79	98,335.79	100.00	98,335.79	98,335.79		
320-1052	1	TOR -1007-001 APPR-780	1,000.00	228.30	228.30	100.00	228.30	228.30		
320-1053	1	M -0000-034 APPR-W32	134,957.00	154,766.33	152,746.15	98.18	134,691.56	134,691.56		
320-1059	1	TOR -1007-001 APPR-780	62,574.00	90.89	90.89	100.00	90.89	90.89		
320-1060	1	TOR -1007-001 APPR-780	15,110.00	874.35	874.35	100.00	874.35	874.35		
320-1066	1	TOR -1007-001 APPR-780	21,316.00	12,500.00	12,500.00	100.00	12,500.00	12,500.00		
320-1067	1	M -1140-003 APPR-W32	651,311.00	53,342.80	53,256.05	88.15	46,945.21	46,768.32		176.89
	8	M -1140-003 APPR-W32	7,000.00	355.39	354.51	88.15	312.50	310.71		1.79
320-1067		PREFIX TOTALS	658,311.00	53,698.19	53,610.56		47,257.71	47,079.03		178.68
320-1069	1	BROS-2003-004 APPR-117	165,700.00	129,368.93	129,358.44	80.00	103,486.75	103,486.75		
320-1071	1	SOS -2003-002 APPR-680	28,352.00	45,602.48	44,142.48	88.15	38,911.60	28,352.00	10,559.60 B	
320-1075	1	RRP -1355-001 APPR-139				90.00				
321-1007	1#	SOS -2101-001 APPR-680	54,957.72	67,036.87	64,075.69	85.77	54,957.72	54,957.72		
321-1009	1	M -6885-001 APPR-W32	57,636.01	65,454.72	65,384.02	88.15	57,636.01	57,636.01		
	2	M -6890-001 APPR-W32	90,453.00	96,492.75	96,377.37	88.15	84,956.65	84,956.65		
321-1009		PREFIX TOTALS	148,089.01	161,947.47	161,761.39		142,592.66	142,592.66		
321-1012	:	PMS -000S-113 APPR-140	19,318.00	12,106.60	12,081.38	100.00	12,081.38	12,081.38		
	8	PMS -000S-113 APPR-140	17,832.00	16,938.54	16,915.26	100.00	16,915.26	16,915.26		
321-1012		PREFIX TOTALS	37,150.00	29,045.14	28,996.64		28,996.64	28,996.64		

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

City of EUGENE

May 10, 1983

PROGRAM SECTION
MANAGER GP ____ PROJECT UNIT ____
[illegible] ____ [illegible] UNIT ____
REFER TO ____
FOR ____

(pls R/D reply)

ary Potter, Program Section Manager
egon State Highway Division
6 Transportation Building
lem OR 97310

LING FOR AMAZON CHANNEL (ACORN PARK STREET) BRIDGE--YOUR INVOICE NO. 136618

ing reviewed your itemized statement, I must challenge the non-participating ts in the amount of $1,219.59. I feel the following comments are in order:

1. Regarding the $1,030.13 paid to the contractor on Price Agreement 1, I feel the City was not well advised on this issue at the time. The price agreement was presented to us by our consulting engineer, and we asked the State Liaison Engineer for his advice. He in turn said it was up to us to decide whether it should be paid. We reviewed the proposed extra charges and found them reasonable, so I signed the price agreement and forwarded it to the State. It eventually was signed by all appropriate State officials and was paid on a monthly progress estimate. Later, we were informed by the State Liaison Engineer that this would be a non-participating item because some of the extra work was due to an "engineering error." If we had been advised of this fact earlier, we would not have authorized payment for the extra work. Therefore, I feel the State, not the City, is responsible for this added cost.

2. Regarding the interest on final payment to contractor, the City did not have any control over the timing of monthly pay estimates or the final payment. Therefore, I feel this interest charge of $94.87 was not the result of any action or inaction by the City and should not be our liability.

3. The item labeled "Personal Leave" in the amount of $105.09 is rather baffling. I am told it represents a legitimate vacation day and was not reimbursable by the FHWA. I can't understand why vacation would be chargable to a specific job, or why the City should pay for it.

In closing, let me say I fully understand that our agreement with the State calls for an 80-20 percent split of participating costs between the FHWA and the City, with any non-participating costs to be borne entirely by the City. We may have incurred such costs on other Federal projects, but they have been of our choosing--for example, by incorporating design features beyond those strictly warranted by Federal standards. The difference in this case is that all three of the items I have discussed above represent costs incurred by the State, as contract administrators, without properly informing the City or giving us a real choice in the matter. Therefore, it doesn't seem fair for the City to be stuck with the bill.

Bert S. Teitzel, PE
City Engineer

BST:DR:pv:Ma22

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	136618
DATE	3/23/83
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 1238
CODE	EUGENEC

- CITY OF EUGENE
- CITY HALL
- EUGENE OR 97401

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			2,058.83
320-1033	296	00	000		2,058.83
320-1033	295	00	000		(2,058.83)

↑ FOLD

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON BROS-2003(1), AMAZON CHANNEL (ACORN PARK STREET)	
TOTAL PROJECT COST	163,415.83
LESS: FHWA PARTICIPATION	(106,431.66)
LESS: ADVANCE DEPOSIT	(31,600.00)
LESS: STATE SHARE OF PROJECT	(23,325.34)
	2,058.83

↑ FOLD

VOID / See Revised

FINAL
110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
KEN HUSBY ______________ PH: 1-800-452-7813 EX. 8-6011 FOR CORRECTNESS OF CHARGES
OR ______________ PH: ______ PREPARER OF INVOICE

34-1150 (7-81) 2678 EUGENEC

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3/10/83

CITY: EUGENE AGREEMENT NO: 7207 PROJECT NO: BROS-2003(1)

CONTRACT NO: 9145 SECTION: Amazon Creek (Acorn Park) Bridge

BRIDGE CONSTRUCTION COST:

Participating Cost	
Payment to Contractor	$118,347.34
Credit for Liquidated Damages	(1,657.50)
Resident Engineer	15,731.85
Audit	211.47
Project Management	144.86
Materials Testing Laboratory	17.54
Technical Services Branch	4.43
Construction Branch	232.38
Other Construction Engineering	7.20
Total Participating Construction Cost	$133,039.57

Non-Participating Cost	
Payment to Contractor	$ 1,030.13
Credit for Liquidated Damages	(10.50)
Interest on Final Payment to Contractor	94.87
Personal Leave	105.09
	$ 1,219.59

City Share of Bridge Construction = (20% of Partic. Cost)+(100% Non-Partic. Cost)
= 0.20 ($133,039.57) + $1,219.59
= $26,607.91 + $1,219.59
= $27,827.50

VOID

See Revised

BIKEWAY CONSTRUCTION COST:

Payment to Contractor	$ 26,080.51
Credit for Liquidated Damages	(432.00)
Resident Engineer	3,361.60
Interest on Final Payment to Contractor	20.82
Audit	46.40
Project Management	24.58
Materials Testing Laboratory	2.78
Technical Services Branch	0.97
Construction Branch	51.01
Total Bikeway Const. Cost	$ 29,156.67

City Share of Bikeway Const. Cost = 20% of $29,156.67 = $5,831.33

City Share Bridge Construction	$27,827.50
City Share Bikeway Construction	5,831.33
Total City Share	$33,658.83
Less: Advance Deposit(6-26-80)	31,600.00
BALANCE DUE FROM CITY	$ 2,058.83

320-1033

MEMORANDUM

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

STATE Oregon	FEDERAL AID PROJECT NO. BROS-2003(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1/4/80 To: 2/18/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$163,415.83	$133,039.57	80%	$106,431.66	$106,431.66	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		11/8/82
FORWARDED BY FHWA DIVISION OFFICE		Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	320	1031	900	00	N	1			8,743.49	81	81
	320	1031	920	00	N	1			51.40	81	81
	320	1031	945	00	N	1			11.76	81	81
	320	1031	985	00	P	1			170.59	80	80
			TOT		P1				64,310.70		
			TOT		N1				51,430.80		
			** JOB TOTALS **				**	**	115,741.50 **		
AMAZON CHANNEL(ACORN PARK ST) CONT NO 9145 * FA PROJ NOS BROS2003001 82									BROS2003001	18 STATE	
Payment to Contractor	320	1033	201	00	P	1		300.00CR	118,347.34	80	82
Payment to Contractor	320	1033	201	00	P	8		26,080.51CR		81	82
Payment to Contractor	320	1033	201	00	N	1			1,030.13	81	81
Payment to Contractor	320	1033	201	00	N	8		26,080.51	26,080.51	82	82
Credit for Liquidated Damages	320	1033	203	00	P	1		310.50	1,657.50CR	80	82
Credit for Liquidated Damages	320	1033	203	00	P	8		432.00		81	82
Credit for Liquidated Damages	320	1033	203	00	N	1		10.50CR	10.50CR	82	82
Credit for Liquidated Damages	320	1033	203	00	N	8		432.00CR	432.00CR	82	82
Interest on Final Payment	320	1033	206	00	N	1			94.87	81	81
Interest on Final Payment	320	1033	206	00	N	8			20.82	81	81
Transf - [illegible]	320	1033	296	00	N	9	14.72CR	23,294.51	130,031.66CR	80	83
Transf - Co should [illegible]	320	1033	297	00	N	9			23,600.00	80	80
Trans Fed	320	1033	298	00	N	9	14.72	23,294.51CR	106,431.66	80	83
Resident Engineer	320	1033	900	00	P	1			15,731.85	80	81
Resident Engineer	320	1033	900	00	P	8		3,361.60CR		81	82
Resident Engineer	320	1033	900	00	N	8		3,361.60	3,361.60	82	82
Audits	320	1033	915	00	P	1			211.47	81	81
Audits	320	1033	915	00	P	8		46.40CR		81	82
Audits	320	1033	915	00	N	8		46.40	46.40	82	82
Project Management	320	1033	920	00	P	1			144.86	80	81
Project Management	320	1033	920	00	P	8		24.58CR		81	82
Project Management	320	1033	920	00	N	8		24.58	24.58	82	82
Salem Materials Testing Lab	320	1033	940	00	P	1			17.54	81	81
Salem " "	320	1033	940	00	P	8		2.78CR		81	82
Salem " "	320	1033	940	00	N	8		2.78	2.78	82	82
Technical Services Branch	320	1033	944	00	P	1			4.43	82	82
Technical " "	320	1033	944	00	P	8		.97CR		82	82
Technical " "	320	1033	944	00	N	8		97	97	82	82
Construction Branch	320	1033	945	00	P	1			232.38	81	81
Construction "	320	1033	945	00	P	8		51.01CR		81	82
Construction "	320	1033	945	00	N	8		51.01	51.01	82	82
Other construction Engr.	320	1033	948	00	P	1			7.20	82	82
Personal Leave	320	1033	960	00	P	1	18.39	18.39		81	83
Personal Leave	320	1033	960	00	P	8	18.39CR	18.39CR		81	83
Personal Leave	320	1033	960	00	N	1			105.09	81	81
			TOT		P1		18.39	28.89	133,039.57		
			TOT		P8		18.39CR	29,154.24CR			
			TOT		N1			10.50CR	1,219.59		
			TOT		N8			29,135.85	29,156.67		
			** JOB TOTALS **				**	**	163,415.83 **		

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
320-1026	1*	M -1095-001 APPR-W32	191,000.00	928,886.70	216,676.12	88.15	191,000.00	191,000.00		
320-1030	1	RRP -1355-001 APPR-139		1,182.27	1,182.27	90.00	1,064.04		1,064.04 A	
320-1031	1*	SOS -2002-001 APPR-680	55,159.29	115,741.50	64,310.70	85.77	55,159.29	55,159.29		
320-1033	1*	BROS-2003-001 APPR-117	106,431.66	134,259.16	133,039.57	80.00	106,431.66	106,431.66		
	8	BROS-2003-001 APPR-117		29,156.67		80.00				
320-1033		PREFIX TOTALS	106,431.66	163,415.83	133,039.57		106,431.66	106,431.66		
-1037	1	RRS -1255-001 APPR-138	90,323.00	55,152.48	55,152.48	90.00	49,637.23	49,637.23		
320-1038	1	M -0000-036 APPR-W32	1383,192.00	1499,045.61	1502,012.48	88.18	1324,474.60	1324,331.75		142.85
	8	M -0000-036 APPR-W32	140,000.00	139,937.05	139,825.39	88.18	123,298.03	123,295.11		2.92
320-1038		PREFIX TOTALS	1523,192.00	1638,982.66	1641,837.87		1447,772.63	1447,626.86		145.77
320-1048	1	M -0000-012 APPR-W32	541,083.00	591,698.45	590,261.71	88.18	520,492.78	519,460.52		1,032.26
320-1051	1	TOR -1007-003 APPR-780	100,000.00	98,235.39	98,235.39	100.00	98,235.39	98,235.39		
320-1052	1	TOR -1007-001 APPR-780	1,000.00	228.30	228.30	100.00	228.30	228.30		
320-1053	1	M -0000-034 APPR-W32	134,957.00	156,761.54	154,706.17	88.18	136,419.90	134,957.00	1,462.90 B	
320-1059	1	TOR -1007-001 APPR-780	62,574.00	90.89	90.89	100.00	90.89	90.89		
320-1060	1	TOR -1007-001 APPR-780	15,110.00	874.35	874.35	100.00	874.35	874.35		
320-1066	1	TOR -1007-001 APPR-780	21,316.00	12,500.00	12,500.00	100.00	12,500.00	12,500.00		
320-1067	1	M -1140-003 APPR-W32	651,311.00	20,612.18	20,555.96	88.15	18,120.08	14,041.40		4,078.68
	8	M -1140-003 APPR-W32	7,000.00	194.03	193.46	88.15	170.53	129.35		41.18
320-1067		PREFIX TOTALS	658,311.00	20,806.21	20,749.42		18,290.61	14,170.75		4,119.86
320-1069	1	BROS-2003-004 APPR-117	165,700.00	1,437.43	1,437.43	80.00	1,149.94	853.28		296.66
320-1071	1	SOS -2003-002 APPR-680	28,352.00	584.85	584.85	88.15	515.55			515.55
321-1007	1*	SOS -2101-001 APPR-680	54,957.72	67,036.87	64,075.69	85.77	54,957.72	54,957.72		
321-1009	1	M -6885-001 APPR-W32	57,712.00	65,550.94	64,416.24	88.15	56,782.92	56,782.92		
	2	M -6890-001 APPR-W32	90,453.00	96,492.75	94,641.37	88.15	83,426.37	83,426.37		
321-1009		PREFIX TOTALS	148,165.00	162,043.69	159,057.61		140,209.29	140,209.29		

9145

2

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO 6-2

TO: Ellis E. Jones
Project Manager

DATE: November 3, 1982

FROM: D.E. Swan
Program Control Engineer

SUBJECT: F.A. Project BROS-2003(1)
Contract No. 9145
Amazon Channel (Acom Park St.) Br. Sec.
Lane County

The Federal-Aid Unit brought to the attention of the Accounting Section that final voucher dated 10/7/82 is in error, based on Supplemental Aggrement No. 7207 executed 6/20/80 and that a revised final voucher will have to be submitted.

Since FHWA declined to participate in the bikeway portion of the project, the revised final voucher should closely reflect the following:

Work	Total Cost	City Cost
Bikeway	$ 29,175.06	$ 5,835.01
Bridge	134,240.77	27,823.83
	$163,415.83	$33,658.84

Please understand, the above was compiled by my staff and the revised final voucher by the Accounting Section could differ from the amounts. But, I believe that these figures will be very close.

JLG:bks
cc: Alfred Shirley, Jr. (Region 3)
Ken Husby
General Files

Contains Recycled Materials

9145

L.

HERSHNER, HUNTER, MILLER, MOULTON & ANDREWS
LAW OFFICES
260 E. ELEVENTH AVENUE
P. O. BOX 1475
EUGENE, OREGON 97440
(503) 686-8511
DOCUMENT TRANSMISSION (503) 344-2025

STEVEN C. ALBERTY
DAVID N. ANDREWS
ARTHUR J. CLARK
JAMES L. HERSHNER
GARLAND D. HUNTER
NORMAN J. LECOMPTE, JR.
RICHARD E. MILLER
ROBERT E. MOULTON
WILSON C. MUHLHEIM
K. PATRICK NEILL
WILLIAM R. POTTER
ROBERT S. QUINNEY

CRAIG A. SMITH

ROBERT G. BOEHMER
RICHARD B. BORGMAN
STEPHEN R. JAFFE
VARNER J. JOHNS, III
WENDELL G. KUSNERUS
ROBERT L. LITCHFIELD, JR.
WILLIAM R. TURNBOW
PAUL V. VAUGHAN
RONALD A. WALRO

March 29, 1982

Mr. C. T. Keasey, Construction Engineer
Oregon Department of Transportation
212 Transportation Building
Salem, Oregon 97310

RE: Contract No. 9145 - Acorn Park
Contractor - Western Bridge, Inc.
Our File No. 13554

Dear Mr. Keasey:

Please be advised that this office represents Western Bridge, Inc., in connection with its claim under this contract. We have reviewed this situation with Jim Paulson, together with the relevant correspondence, including correspondence from Jerry Bishop of OBEC Consulting Engineers, the enclosed letter of June 25, 1981 from W. A. Palmateer of OBEC, and the correspondence from Bert S. Teitzel of the City of Eugene.

To date we have not conducted an exhaustive analysis of our client's position in connection with this matter. However, our impression from an initial review of the above described correspondence and our client's description of the situation leaves us confused as to the justification for the continued withholding of monies under the contract and its liquidated damages provision. The letters from Mr. Palmateer and Mr. Bishop seem to very clearly cover the subject and establish that there is no justification for assessing our client with liquidated damages. The only correspondence taking a contrary position is from Mr. Teitzel, which seems to reflect a somewhat surprising and heavy-handed attitude towards the parties' contractual relationship and a complete disregard for the opinions of Mr. Palmateer.

At this point, from the facts available to us, it appears to us that it should be obvious to all concerned that our client has a valid claim under the contract for the amounts withheld from it. Please consider this letter formal demand for payment of those amounts immediately. It is our understanding that his claim totals $2,100.

In the event such payment is not forthcoming, we will consider with our client what recourse he has, based primarily upon the testimony of Jim

Paulson and Mr. Palmateer, including a challenge to the enforceability of the liquidated damage clause itself, together with whatever other remedies he may be entitled to including attorney's fees under ORS 182.090. At this point, we are hopeful that your counsel will advise you that your position is not defensible, and that you will voluntarily make payment in response to this letter without requiring our client to incur any further expense. It appears to us that his position is reasonable and that there is no basis for the State to continue to ignore his request for payment.

Very truly yours,

/S/ K. PATRICK NEILL

K. PATRICK NEILL

KPN:pcn

Enclosure

cc: Mr. Robert W. Gormsen
Mr. W. A. Palmateer

RECEIVED
APR 2 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response per
Keasey & Gormsen

OBEC CONSULTING ENGINEERS

June 25, 1981

Mr. C. T. Keasey, Construction Engineer
Oregon Dept. of Transportation
212 Transportation Building
Salem, Oregon 97310

Re: Contract No. 9145 - Acorn Park
Contractor, Western Bridge Inc.

I am in receipt of a letter from James Paulson, of Western Bridge Inc., saying that painting of the galvanized railing is "beyond the scope and intent of the contract," and asking for a work order citing chapter and verse of the specifications that we feel apply, including type of paint.

I believe all parties are getting nowhere fast.

The railing in question was accepted by the State, hauled down and installed by the contractor. It was not color matched nor uniform in coating texture when it arrived and daubing up the few nicks and plating mistakes did not add to the appearance. We have been previously warned by galvanizers at a seminar held in Portland two years ago, that because of various air pollution law requirements some substitute processes must now be used that will result in non-uniformity in color and finish. I think we are viewing the results.

The work involved requires $200-250 in paint materials plus one full days labor and paint equipment. Mr. Paulson will do this without charge if the liquidated damages of $2,000 are dropped.

It is my sincere opinion that under the circumstances that existed of a closed structure prior to reconstruction, the construction and/or restoration of the bicycle path within the contract time limit, and the presence of an additional City contract that delayed opening of the structure for weeks after completion of the Western Bridge contract - - we would not have a ghost of a chance if this issue goes to Court or to Arbitration. I would have to testify in court and so vote as a member of the National Association of Arbitrators. This particular case would not be the test case the State should like to defend - - and that may well be where it is heading.

Though the Contract provisions may give us the right to (1) assess liquidated damages and (2) require a complete repainting (doubtful) the overriding intent of the specifications is that all parties must be treated fairly and work authorized must be paid for. Compromise is inherent to the system.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

In this spirit, I would ask that we reassess our position and recind the liquidated damages, and ask that the contractor paint the railing as part of this negotiated settlement.

For us, long past the point of receiving any fees for these services, I weary of flogging this dead horse.

Very truly yours,

W. A. Palmateer
General Manager

WAP:seb

cc: Daye Reinhard
Ellis Jones
Jim Gix

RECEIVED
APR 2 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
10-157

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-26-81

State
Oregon

County
Lane

Project Number
EROS-2003(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 23, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 157,928.00	$ 163,000.00
Federal funds	$ 126,342.00	$ 130,400.00
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

XXBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 21, 1981

Federal Aid Project
No. BROS-2003(1)

Amazon Channel (Acorn Park Street) Br.
City Street (Eugene)
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Br. #16461 (Sta. 1+94.27 to Sta. 1+94.60)
(Sta. 1+94.60 to Sta. 2+79.60)(Sta. 2+79.60 to Sta. 4+40)

Subtotal of previous estimate of July 1, 1980		$139,144.00
	SUBTOTAL	$139,144.00
	Engineering	23,856.00
	TOTAL	$163,000.00

Length of Structure ------------- 0.016 mi.

Federal Funds (80%) ------------$130,400.00
City Funds ---------------------- 32,600.00
TOTAL $163,000.00

Group 1 82%; Group 8 18%
Contract No. 9145
Prefix: 20-8257
320-1033

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
5-92

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

7-23-80

State: Oregon
County: Lane
Project No.: BROS-2003(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Acorn Park St. (Eugene)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-4-80	0.016
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 157,928.00	$ 126,342.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By Tony Busson *(Division Administrator)*
For: G.L. Green
Date executed by Division Administrator 7-23-80

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4 PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 1, 1980

Federal Aid Project
No. BROS-2003 (1)

Amazon Channel (Acorn Park Street) Br.
City Street (Eugene)
Lane County

Project agreement estimate.

Type Code X080
Structure, Br. #16461 (Sta. 1+94.27 to Sta. 1+94.60)
(Sta. 1+94.60 to Sta. 2+79.60) (Sta. 2+79.60 to Sta. 4+40)

Mobilization	All Required		$ 8,100.00
Removal of Structures and Obstructions	All Required		1,100.00
General Excavation	1,240 Cu. Yd.	5.00	6,200.00
1"-0 Aggregate Base	525 Ton	6.00	3,150.00
Class "B" or "C" Asphalt Concrete	250 Ton	30.00	7,500.00
15-inch Sewer Pipe	16 Lin. Ft.	30.00	480.00
21-inch Sewer Pipe	124 Lin. Ft.	34.00	4,216.00
22-inch Sewer Pipe	3 Lin. Ft.	80.00	240.00
Concrete Manholes	1 Each	1,250.00	1,250.00
Trash Rocks	2 Each	125.00	250.00
6-inch Drain Pipe	48 Lin. Ft.	15.00	720.00
Sacked Riprap	40 Cu. Yd.	100.00	4,000.00
Bike Rail	310 Lin. Ft.	16.00	4,960.00
Soil Sterilization	76 Sq. Yd.	2.00	152.00
Bark Mulch	2 Unit	100.00	200.00
Bridge Removal Work	All Required		21,000.00
Structure Excavation	50 Cu. Yd.	13.00	650.00
Furnish Pile Driving Equipment	All Required		2,800.00
Furnish 14-inch Prestressed Concrete Piling	600 Lin. Ft.	17.00	10,200.00
Drive Prestressed Concrete Piles	600 Lin. Ft.	1.00	600.00
Structural Concrete, Class 3300	All Required	(80 c.y.)	8,800.00
4'x25'/30' Prestressed Slabs	33 Each	1,100.00	36,300.00
Reinforcement	All Required	(9,400 lb)	3,320.00
Three Tube Steel Railing	165 Lin. Ft.	63.00	10,395.00
3-inch PVC Pipe	107 Lin. Ft.	4.00	428.00
4-inch PVC Pipe	107 Lin. Ft.	5.00	535.00
5-inch PVC Pipe	214 Lin. Ft.	7.00	1,498.00
			$139,044.00

Anticipated Items

Temporary Erosion Control	All Required		$ 100.00

Subtotal	$139,144.00
Engineering	18,784.00
Total	$157,928.00

Length of Structure - - - - - - - - - - 0.016 mi.

Federal Funds (80%)	$126,342
City Funds	31,586
Total	$157,928

Group 1 100%
Contract No. 9145
Prefix 20-8257
Prefix 320-1033

#9145

L

April 17, 1981

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

CON 5
#9145

Gentlemen:

A post-final payment for $300.00 will be made to Western Bridge, Inc. on Contract No. 9145 for work on the Amazon Creek (Acorn Park) Bridge in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $143,357.98 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas

cc: Western Bridge, Inc.
P. O. Box 5428
Eugene, OR 97405

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
A. Shirley

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9008	Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties	March 13, 1981
R. A. Hatch Co. No. 9058	Ironside-Brogan Hill Malheur County	March 18, 1981
S.D. Spencer & Son No. 8654	N. Oakland Intchge.-Sutherlin Intchge. Douglas County	March 18, 1981
C.G. Gredvig,Inc. No. 9217	Leroy St.-S.P. X'ing. (Molalla) Clackamas County	March 19, 1981
Wildish Medford Construction Co. No. 9029	Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County	March 19, 1981
Douglas S. Coats,Inc. No. 9095	Prairie Creek Culvert Wallowa County	March 20, 1981
Fabricators, Inc. No. 9056	Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County	March 20, 1981
Western Bridge, Inc. No. 9145	Amazon Cr.(Acorn Park) Br. Lane County	March 25, 1981
Siuslaw Construction Co., Inc. No. 9098	Deer Creek Section Yamhill County	March 30, 1981
Douglas S. Coats No. 8990	Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County	April 1, 1981
C.C. Meisel Co., Inc. No. 9013	Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County	April 1, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Cherry City Electric, Inc. No. 9153	Pac. Hwy. East @ "D" St. (Hubbard) Marion County	April 2, 1981
Weaver Construction Co. No. 9148	Birch Cr. (Sparks) Bridge Umatilla County	April 3, 1981
Hamilton Electric, Inc. No. 9132	Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County	April 7, 1981
Hamilton Electric, Inc. No. 8879	Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County	April 9, 1981
John Thomas Construction No. 9118	Valley of the Rogue State Park Jackson County	April 9, 1981

April 9, 1981

Keasey

C. T. Keasey
Asst. State Highway Engineer

STATE OF OREGON

INTEROFFICE MEMO

ODOT-Construction,Eugene
DEPT.
686-7608
TELEPHONE

FILE: Con 5

TO: A. Shirley
Region Engineer

DATE: 4-3-81 ~~16 March 1981~~

FROM: Ellis H Jones
Ellis H. Jones, Resident Engineer

SUBJECT: Amazon Creek (Acorn Park) Bridge
Contract: 9145
Prefix: 320-1033
Request for Extension of Number of Work Days

I concur with recommendation from City of Eugene, refer letter dated 10 March 1981, that two days only be granted contractor for completion of work necessitated by Price Agreement Number 1.

CC:

3-19-81
O.B. JACKMOND ✓
I CONCUR IN THE ABOVE RECCOMMENDATION FOR 2 DAYS ON PA #1

CC: E. JONES

ROSEBURG REGION
RECEIVED
MAR 18 1981
RE | RME | [✓ RCE] | ROE | TE
RUE | DES | RSR | RPR | RLE
GEO. | EAE | EBI | AA

EHJ/fs
Enclosures
CC: City of Eugene
File

4-3-81
CTK -
Concur in recommendation for 2 added calendar days due to P.A. No. 1. Time requested for weather and cleanup should be denied.
O.B.J.

RECEIVED
MAR 20 1981
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

March 10, 1981

Jerry E. Bishop, Resident Engineer
OBEC Consulting Engineers
244 Country Club Road
Eugene OR 97401

AMAZON CREEK (ACORN PARK) BRIDGE

In response to your letter of February 13, 1981, we concur that the two additional days should be allowed the contractor for completion of work under Price Agreement 1.

In regard to payment of the $2,000 retainage, it is my understanding that the remaining work of repainting the entire steel bridge railing would not require an extended dry spell, but could be accomplished in a period of a day or two of good weather such as we have been experiencing frequently in the last few weeks. Therefore, we will continue our requirement that this painting be completed prior to final acceptance and release of the retainage.

Bert S. Teitzel, PE
City Engineer

BST:DR:pm/bl/Ma26

cc: Ellis Jones
Western Bridge

EUGENE, OREGON
RECEIVED
[illegible] 1981
NOTED
FILE

OBEC **CONSULTING ENGINEERS**

February 13, 1981

Mr. Dave Reinhard
Supervising Civil Engineer
City of Eugene Department of Public Works
858 Pearl Street
Eugene, OR 97401

RE: Amazon Creek (Acorn Park) Bridge
Contract No. 9145

Dear Sir:

Enclosed is a copy of a letter from Western Bridge, Inc. requesting two additional days to complete the contract without the assessment of liquidated damages, and also requesting they be paid the retainage.

I concur with Western Bridge's request for two additional days to complete the contract due to the additional work required and paid for under Price Agreement No. 1. Although only $1,030.13 worth of work was performed under Price Agreement No. 1, since this work could not be scheduled and performed as efficiently as the work required under the original contract items, I would recommend that Western Bridge be allowed two extra days for this extra work.

Western Bridge is agreeing to paint the entire steel bridge railing in the near future when more favorable weather will help insure a better job. In the meantime they request that they be paid their retainage of approximately $2,000.00. This request seems reasonable and I recommend that their retainage be released.

Very truly yours,

Jerry E. Bishop

Jerry E. Bishop
Resident Engineer

JB:li

cc: Ellis Jones
Western Bridge

enclosure

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

WESTERN BRIDGE INC
P. O. Box 5428
Eugene, Oregon 97405
February 4, 1981

Mr. Jerry Bishop
OBEC Consulting Engineers
244 Country Club Road
Eugene, Oregon 97401

Ref. Contract No.
#9145
Price Agreement #1
Extension on above
Release Retainage

Jerry Bishop:

Following up on the final inspection of the Acorn Park Bridge, I want to request an additional extension of time for the completion of Price Agreement #1, elevation change of the center pier caps. The change delayed us one day to reorder and deliver the reinforcing steel and one day to reform and install the steel for a total of two days.

The additional work requested by the City of Eugene (painting the bridge railing) is beyond the contract requirements. However, our company is, also, interested in the final appearance of the project. Therefore, we agree to paint the railing as weather permits with a product which will provide a minimum of maintenance.

The State of Oregon continues to withhold $2,000.00 retainage and an additional $2,400.00 in potential liquidated damages. This project has been essentially complete for more than three months. Final inspections have been planned and canceled but not effected until January 22, 1981. Our company feels that further retainage of unpaid funds is inappropriate. Further, since the bridge was not available to traffic until almost two months after the bridge was completed, no damage was done to the owners and liquidated damages should not be assessed to the contractor.

I respectfully request that all funds now due WESTERN BRIDGE INC be released at the earliest possible date.

Sincerely,

James A. Paulson

James A. Paulson
WESTERN BRIDGE INC

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

January 15, 1981

Jerry E. Bishop
Resident Engineer
OBEC Consulting Engineers
244 Country Club Road
Eugene OR 97401

AMAZON CREEK (ACORN PARK) BRIDGE, CONTRACT NO. 9145

This is in response to your letter and attachments of December 19, 1980, regarding a reduction of liquidated damages on this contract.

Having reviewed Sections 108.08 and 108.09 of the Standard Specifications for Highway Construction, I agree with your statement in the letter that there is not a valid reason to grant a time extension. Therefore, I cannot concur that liquidated damages should not be assessed for the entire 16-day period, since the contract ran over the specified completion date of October 26, 1980. I also agree that the project would have been functional as of October 31, 1980, if the other paving project to the north had been completed. However, in my opinion, this does not constitute completion as specified in the standard specifications.

Therefore, my recommendation is that Western Bridge be assessed liquidated damages for the entire period of time that the contract required for completion beyond October 26, 1980.

Bert S. Teitzel, PE
City Engineer

BST:DR:al/Tha17

✓ cc: Ellis Jones

ELLIS L. JONES
RESIDENT ENGINEER
OREGON STATE HIGHWAY DEPT.
2121 E. 15th AVE.
EUGENE, OREGON 97403
JAN 20 1981

OBEC CONSULTING ENGINEERS

December 19, 1980

Mr. Dave Reinhard
Supervising Civil Engineer
City of Eugene Department of Public Works
858 Pearl Street
Eugene, Oregon 97401

Re: Amazon Creek (Acorn Park) Bridge
Contract No. 9145

Dear Sir:

Enclosed is a form from Western Bridge, Inc. requesting an additional 20 calendar days to complete the Acorn Park project without the assessment of liquidated damages.

Specified completion date was October 26, 1980, but minor items were not completed until November 11, 1980. They have currently been assessed 16 days of liquidated damages at $150 per calendar day, totalling $2,400.

Although I have reviewed the job diaries and could not find valid reasons to grant a time extension, I do not believe the contractor should be assessed liquidated damages after October 30, 1980. Paving was completed on October 30, and the bicycle paths were in use and the bridge and roadway could and would have been opened by October 31 if the other project north of the structure had been completed. Only minor items of concrete finishing, bark mulch, cleanup and trash racks were completed after October 30.

I therefore recommend that Western Bridge be assessed four days of liquidated damages from October 27 to October 30, and that a twelve (12) day time extension be granted until the completion date of November 11, 1980.

Very truly yours,

Jerry E. Bishop
Resident Engineer

STATE HWY. DEPT. EUGENE, OREGON
RECEIVED
DEC [illegible] 1980
FILES

JEB:ps
Enclosure
cc: Ellis Jones ✓
Western Bridge, Inc.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

11-25-80

WESTERN BRIDGE INC
P. O. Box 5428
Eugene, Oregon 97405
November 24, 1980

Mr. Jerry Bishop
OBEC Consulting Engineers
244 Country Club Road
Eugene, Oregon 97401

Ref. Contract No.
9145 Acorn Park

Mr. Bishop:

Enclosed is a Standard State Form requesting an extension of contract time.

As indicated it is difficult to pinpoint exact continuous periods of delays due to weather. However, we did diligently proceed with work including several weekends in an effort to stay ahead of rain periods and to stay on schedule. Subgrade work was ready for paving by October 26th, the final contract day but paving could not be scheduled until October 29th due to prior commitments of the subcontractor.

The facility was completed and ready to use by October 30th but cannot be used due to the project under construction north of the bridge, which is still not completed as of this date. Even though the contract time has run beyond the allotted time, I feel that an extension of time as requested is reasonable since the city has not been denied use.

I respectfully request an extension of contract time of 20 calendar days.

Sincerely,

James A Paulson

James A. Paulson
WESTERN BRIDGE INC

enc.

L

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

April 2, 1981

NOTED
H.S. COULTER

CON 5 #9145

Western Bridge, Inc.
Post Office Box 5428
Eugene, OR 97405

Re: Time Extension Request
Amazon Creek (Acorn Park) Bridge
FAP No. BROS-2003(1)
Contract No. 9145

Gentlemen:

Your request for additional contract time to complete the above referenced project has been carefully reviewed. I would like to apologize for the administrative oversight which delayed this response.

The two days required for "extra work" on Price Agreement No. 1 meet the requirements of Section 103.09 in the Standard Specifications. The weather during this contract period was "reasonably predictable" for the location and season in which work was conducted and does not warrant additional time. The remaining delays were considered within your control.

A two day increase in calendar days is granted for performance of extra work. This will increase the allowable time to 112 days and leave 14 days of liquidated damages.

If you have any questions on this decision, please contact Mr. Jerry Bishop.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

KM:fr

bc: H. S. Coulter (w/att.)
Alfred Shirley "
Ellis Jones "
OBEC "
FHWA "
Bob Church

RECEIVED
STATE HWY ENGR
APR 6 '81
REFER TO

FOR

Info	Inve	R/D	O/K	Sign	Act	File

Form 734-3123

#9145

2.

April 1, 1981

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

CON 5
#9145

Gentlemen:

On March 30, 1981, we wrote to you concerning release of final payment on Contract No. 9145 awarded to Western Bridge, Inc. for work on the Amazon Creek (Acorn Park) Bridge in Lane County.

Final payment on this contract is $3,029.38 and the total contract amount is $143,057.98. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas

cc: Western Bridge, Inc.
P. O. Box 5428
Eugene, OR 97405

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
A. Shirley

**OREGON STATE
HIGHWAY DIVISION**

RM 81-734-1150

HIGHWAY DIVISION INVOICE

NO. 131303

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-11-81	CA 8103		20-8257-594-632

EUGENEC

- City of Eugene
- 858 Pearl St
- Eugene, OR 97401
- Attn: David Reinhard, Planning Eng.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Monitor Preliminary Engineering for replacement of Wooden Structure over Amazon Channel located south of the Florence Eugene Hwy at Acorn State Park.			
Total Project costs			$2,064.38
Costs billed on Inv 130408			-1,994.58
BALANCE DUE			$ 69.80
(Costs incurred 6-19-80 were inadvertently charged to the wrong account)			
POST FINAL BILLING			

Pd. 4/81

Form 81-734-3'59

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

City of Eugene

Eugene, Oregon

By: David Reinhard

Planning Engineer
(Official Capacity)

Order No. 3-200

Date November 29, 1978

Prefix and account number to which work is to be charged 20-8257

Description and Location of Work To Be Performed or Materials To Be Furnished:

Monitor preliminary engineering for the replacement of a wooden structure over the Amazon Channel. It is located south of the Florence-Eugene Highway on Acorn Park Street.

Estimate of Quantities and Cost

Field	(901)	$1,000
Soils	(910)	500

Basis of Payment:
- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 1500.00

Deposit received by Secretary on

Authority from Requisitionist:
- ☐ Agreement dated
- ☒ Letter to Jack Ayres, date 10-13-78
- ☐ Oral request to , date

Department Authority:
- ☐ Order of State Highway Engineer
- ☒ Head of branch or section issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials

686-7608

Superintendent or engineer responsible for performance of work and submission of information for billing Ellis H. Jones, Resident Engineer

---

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Hwy. Div., Region 3 Section

Signed

Regional Design Engineer

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP*19713-734

PHONE 687-5055
777 PEARL STREET
EUGENE, OREGON 97401

City of EUGENE

PURCHASE ORDER

6861

DATE	TYPE	CLASS	FIXED
2/17/81	N	P	

VENDOR
Oregon State Highway Division
Transportation Building
Salem, OR 97310

SHIP TO
Bert Teitzel
Engineering Division - Hwys
858 Pearl St. 2nd Floor
Eugene, OR 97401

DATE REQUIRED	ROUTE
2/13/81	FOB Eugene

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL NET PRICE	CODE
	Acorn Park Bridge OSHD			
1 ea.	Labor, equip. rental & materials for foundation boring for Acorn Park Bridge. Oregon State Highway Div. Invoice 13047	1,086.55	1,086.55	311-9332-61739-906154-435
1 ea.	Monitor preliminary eng. for replacement of wooden structure at Acorn Park St. & Amazon Chan. OSHD inv. #130408 20-8257	1,994.58	1,994.58	
	CONFIRMING ORDER - DO NOT DUPLICATE			
			TOTAL 3,081.13	

AUTHORIZED BY ____________
CITY MANAGER OR AUTHORIZED AGENT

INSTRUCTIONS TO VENDOR

PLEASE SIGN AND RETURN
NOTE: We the above named seller, acknowledge receipt of the above numbered Purchase Order and do hereby guarantee fulfillment thereof according to the quantities, grades, prices, terms and conditions set forth thereon, or as hereon corrected.

Name ____________

Municipality
Not Subject to Federal Taxes

ORDERS TO BE VALID MUST BE MADE OUT ON THIS FORM AND BEAR AN AUTHORIZED SIGNATURE.

THIS MUST BE RETURNED TO 777 PEARL STREET, EUGENE, OREGON 97401 WITHIN 5 DAYS AFTER RECEIPT.

PURCHASE ORDER 6861

OBEC CONSULTING ENGINEERS

February 12, 1981

Mr. Ellis H. Jones
Resident Engineer
Oregon Dept. of Transportation
2193 East 15th Street
Eugene, OR 97403

RE: Amazon Creek (Acorn Park) Bridge
Contract No. 9145

Dear Sir:

Following is the breakdown of costs for the bicycle paths and bridge on the Acorn Park Project which you requested. General excavation, aggregate base, and asphalt concrete quantities were separated out from the quantity calculations and material receipts.

BICYCLE PATHS

Item No.			
3	General Excavation	= 1288.90 c.y. x $5/c.y.	= $ 6,444.50
4	Aggregate Base	= 302.79 ton x $6/ton	= 1,816.74
5	Asphalt Concrete	= 127.43 ton x $30/ton	= 3,822.90
11	6" Draw Pipe		= 720.00
12	Sacked Riprap		= 4,900.00
13	Bike Rail		= 4,960.00
14	Soil Sterilization		= 1,848.10
15	Bark Mulch		= 200.00
	Total Bicycle Paths (except mobilization)		= $ 24,712.24

BRIDGE AND ROADWORK

Item No.			
2	Removal of Structures and Obstructions		= $ 1,100.00
3	General Excavation	= 81.6 c.y. x $5/c.y.	= 413.00
4	Aggregate Base	= 343.56 ton x $6/ton	= 2,061.36
5	Asphalt Concrete	= 154.80 ton x $30/ton	= 4,644.00
6	15-inch Sewer Pipe		= 540.00
7	21-inch Sewer Pipe		= 4,335.00
8	27-inch Sewer Pipe		= 600.00
9	Concrete Manholes		= 1,250.00
10	Trash Racks		= 250.00
16	Bridge Removal Work		= 21,000.00
17	Structure Excavation		= 637.00
18	Furnish Pile Driving Equipment		= 2,800.00

ROSEBURG REGION
RECEIVED
FEB 20 1981
RE RME POE TE
DES RSR RPR RLE
PRI

Copy to Ken Husby - Proj. Mgt.

19	Furnish Concrete Piling	= 10,200.00
20	Drive Concrete Piles	= 438.00
21	Structural Concrete, Class 3300	= 8,800.00
22	Prestressed Slabs	= 36,300.00
23	Reinforcement	= 3,320.00
24	Three Tube Steel Railing	= 10,395.00
25	3-inch PVC Pipe	= 432.00
26	4-inch PVC Pipe	= 540.00
27	5-inch PVC Pipe	= 1,561.00
	Price Agreement No. 1	= 1,030.13

Total Bridge and Roadwork (except mobilization) = $112,646.49

Total Project Cost (except mobilization) = $137,358.73

Mobilization for Bicycle Paths
($24,712.24 ÷ $137,358.73) x $8,100.00 = $ 1,457.27

Total Cost Bicycle Paths (including mobilization)
$24,712.24 + $1,457.27 = 17.99% = $ 26,169.51

Mobilization for Bridge and Roadwork
($112,646.49 ÷ $137,358.73) x $8,100.00 = $ 6,642.73

Total Cost Bridge and Roadwork (including mobilization)
$112,646.49 + $6,642.73 = 88.01% = $119,289.22

These calculations do not allow for liquidated damages, but the figures can be adjusted when this matter is resolved.

Very truly yours,

Jerry E. Bishop

Jerry E. Bishop
Resident Engineer

JB:li

cc: Dave Reinhard

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

City of EUGENE

February 11, 1981

Mr. Alfred Shirley, Jr.
Region Engineer, Region 3
Oregon State Highway Division
P.O. Box 1138
Roseburg, Oregon 97470

RE ACORN PARK BRIDGE (BROS-2003(1))

This is to acknowledge that I have been apprised by the Oregon State Highway Division of the applicable design standards, specifications, other technical requirements, and administrative controls including those of the Federal Highway Administration.

I hereby certify that:

1. All social, economic and environmental factors were considered.
2. All right of way negotiations and acquisition functions were conducted in compliance with applicable Federal and State statutes, rules and regulations.
3. Field survey and design phases were accomplished in accord with manuals and instructions prepared and furnished by the Oregon State Highway Division.
4. Contract plans and specifications, and acceptable construction practices, were adhered to during physical construction of the project.
5. All required sampling and testing was performed in accordance with the State's established polices and procedures. The results of the sampling and testing indicate the materials and construction work substantially conforms to the plans and specifications and such results are reasonably representative of the materials incorporated into the project.
6. Payment for all quantities, and progress payments to the contractor, have been properly documented in the project files.

ROSEBURG REGION
RECEIVED
FEB 10 1981

[✓ RE]	RME	[✓ RCE]	ROE	TE
RUE	DES	RSR	RPR	RLE
GEO.		RBI	AA	

xc - Proj. Mgt.

7. Adequate records and reports have been maintained in the project files to document all phases of the project being in compliance with FHWA and State standards and procedures. The records will be maintained for a period of three years following final payment, and will be available for inspection by State and Federal officials at any convenient time.

8. Any exceptions to this certification are explained, along with appropriate corrective actions taken, below or on attached sheets.

Bert S. Teitzel, P.E.
City Engineer

BST:lb

RECORD OF JOB DISBURSMENT FOR 01/81

MONTH	YEAR	VOUCHER NO	PREFIX	FUNCTION	BRIDGE	OBJECT	P/N	FUND	TOTALS	
01	81	93228	320 1033	298			N9	G	124.36	2011 381
01	81	93244	320 1033	298			N9	G	4,625.49	2012 081
01	1 81	27032	320 1033	900		1	P1	G	71.78	08049 004
01	1 81	92962	320 1033	900		161	P1	G	.88	000
01	1 81	93182	320 1033	900		157	P1	G	11.70	00800 001
01	1 81	92986	320 1033	900		152	P1	G	6.60	08049 000
01	81	28006	320 1033	900		161	P1	G	20.54	000
01	1 81	93599	320 1033	915		166	P1	G	138.32	00500 008
01	1 81	92989	320 1033	915		152	P1	G	6.60	88801 000
01	1 81	93612	320 1033	945		157	P1	G	25.84	00800 002
01	1 81	27022	320 1033	960		1	N1	G	102.14	02301 008
									158,908.81 *	
12			320 1037						39,721.26	
01	81	93228	320 1037	296			N9	G	14.81CR	2011 381
01	81	93228	320 1037	298			N9	G	14.81	2011 381
01	1 81	93285	320 1037	920		169	P1	G	16.46	00600 001
									39,787.72 *	
12			320 1073						2,662.89CR	
01	1 81	93599	320 1073	948		166	N1	G	11.70	00500 001
									2,651.19CR*	
12			320 1084						27.18	
01	1 81	93012	320 1084	270	1	185	P1	G	1.52	
									28.70 *	
12			320 1086						4,476.88CR	
01	81	93228	320 1086	296			N9	G	1.37CR	2011 381
01	81	93228	320 1086	298			N9	G	1.37	2011 381
									4,476.88CR*	
12			320 1091						1,146.64CR	
									1,146.64CR*	
12			321 1007						1,063.96	
01	1 81	27032	321 1007	945		1	P1	G	16.61	08054 002
01	1 81	93610	321 1007	945		157	P1	G	64.60	00800 005
01	1 81	93610	321 1007	945		157	P1	G	116.28	00800 009

JANUARY 31 1981

91-15

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05                          320 1031                                                     71,665.87

                                                                                         71,665.87  *


                                                                                        162,597.72
05                          320 1033
06 1 81      96269          320 1033       201                41   P1    G               26 080.51CR  00000
06 1 81      96269          320 1033       201                41   P8    G               26,080.51
06 1 81      96269          320 1033       203               640   P1    G                  432 00    00000
06 1 81      96269          320 1033       203               640   P8    G                  432 00CR  00000
06 1 81      96269          320 1033       204                41   P1    G                  360 00    00000
06 1 81      96269          320 1033       204                41   P8    G                  360 00CR  00000
06   81      96478          320 1033       900                 1   P1    G                      .96   02301 000
06   81      96478          320 1033       900                 1   P1    G                   64.11    08049 000
06   81      96478          320 1033       900                 1   P8    G                      .21   02301 000
06   81      96478          320 1033       900                11   P1    G                      .68   08049 000
06   81      96483          320 1033       900               152   P1    G                   47.06    08049 000


                                                      JUNE 30 1981




                    RECORD OF JOB DISBURSMENT FOR  06/81

MONTH YEAR  VOUCHER NO       PREFIX      FUNCTION BRIDGE OBJECT P/N FUND        TOTALS

  06   81      96481        320 1033        900              152   P1    G                  .80CR   08043 000
  06   81      96481        320 1033        900              152   P1    G                  .10CR   01100 000
  06   81      96482        320 1033        900              152   P1    G                  .30     01100 000
  06   81      96485        320 1033        900              156   P1    G               306 62     01100 000
  06 1 81      96269        320 1033        900              163   P8    G             3,351 92     00000
  06 1 81      96269        320 1033        900              719   P1    G             3,351.92CR   00000
  06   81      96481        320 1033        915              152   P1    G                  .06CR   8[illegible]01 000
  06   81      96482        320 1033        915              152   P1    G                  .17     8[illegible]01 000
  06 1 81      96269        320 1033        915              163   P8    G                46.40     00000
  06 1 81      96269        320 1033        915              719   P1    G                46.40CR   00000
  06 1 81      96269        320 1033        920              163   P8    G                24 58     00000
  06 1 81      96269        320 1033        920              719   P1    G                24 58CR   00000
  06   81      96485        320 1033        940              156   P1    G                 4.87     01100 000
  06 1 81      96269        320 1033        940              163   P8    G                 2 78     00000
  06 1 81      96269        320 1033        940              719   P1    G                 2.78CR   00000
  06   81      96478        320 1033        945                1   P1    G                  .78     00800 000
  06   81      96478        320 1033        945                1   P8    G                  .17     00800 000
  06 1 81      96269        320 1033        945              163   P8    G                41.38     00000
  06 1 81      96269        320 1033        945              719   P1    G                41.38CR   00000
  06   81      96478        320 1033        960                1   N1    G                 2.96     02301 000
  06 1 81      96269        320 1033        960              163   P8    G                18 39     00000
  06 1 81      96269        320 1033        960              719   P1    G                18.39CR   00000

                                                                                   163,025.64  *


  05                        320 1037                                                39,787 72

                                                                                    39,787 72  *
```

Eugene

Amazon Creek (Acorn Park) Bridge
Contract No.: 9145
Prefix: 320-1033
F.A. No.: BROS-2003(1)

NARRATIVE REPORT

Western Bridge, Inc., Eugene, Oregon began work on the project on July 15, 1980. Although the project was relatively small, work progressed slowly and the project was not completed until November 11, 1980.

Bicycle Path Design

It is my opinion that the bicycle paths were over designed, and could have been built adequately with much less expense in both engineering and construction. To build a bicycle path with reversing superelevation seemed unnecessary and only created additional drainage problems wherever the grade sloped toward the cut slope. The paths would have been just as functional if the grade had been outsloped to the right all the way. Also, this would have eliminated the need for a culvert pipe at Station "B" 3+00. Also, I believe the drainage would have been better if the 6-inch CMP drain pipes had open catch basins rather than the dry wells.

Sacked Riprap

Although the sacked riprap was a very labor-intensive item to construct, I feel it worked out very satisfactory to protect the slope and prevent vandals from destroying ordinary Class 100 riprap. Two changes were made in installing the sacked riprap. First, redi-mix concrete was used instead of using a dry mix and wetting down the sacks of dry mix after the sacks were in place. I do not believe it would have been possible to provide enough moisture to a dry mix in the lower sacks to properly hydrate the cement. Filling the sacks directly from the mixer truck proved very efficient for the contractor. A second change in constructing the sacked riprap was the addition of rebar dowels driven through the top layer of sacks before the concrete had time to set to prevent vandals from moving the riprap.

JAN 30 1981

REFERRED TO
Cole
Erickson Watson
Hager Dorn
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Doc

Provisions For Bridge Removal

Two changes were made in installing the blockouts in the sidewalks. The two-inch (2-inch) Ø sleeves were installed at the locations shown, but were concreted over one-inch to two-inch (1" to 2") deep at the top to eliminate any hazard to pedestrians using the sidewalk. These blockouts are visible on the underside of the sidewalk and could easily be opened up from the bottom if they are ever needed.

A second change was made in installing the four-inch (4") square blockouts shown centered over the dowels. Six (6) inch diameter blockouts were installed at the locations shown in the left sidewalk, but were concreted over one-inch to two-inch (1" to 2") deep on top. This provided a better job and it should be as easy in the future to remove the one-inch to two-inch of concrete over the top as it would have been to remove asphalt concrete full depth of the sidewalk. These blockouts were eliminated in the right sidewalk due to their interference with the utility ducts. An additional four-inch (4") Ø duct was installed for and paid for by PNB. If the bridge is ever removed, these dowels can be located by measurement and holes drilled through the sidewalk.

Plan Changes

Due to an engineering error in shooting pile cut off grades six inches low at Bents 2 and 3, it was necessary to build the pile caps 2'-6" deep instead of 2'-0". This required an additional 4.12 C.Y. of structural concrete.

A second change was made at Bent 4 where the sidewalk ramps were constructed with concrete instead of asphalt concrete. We feared that the hot asphalt concrete would damage the P.V.C. utility conduits.

"As Constructed" Drawings

"As Constructed" drawings have been prepared on the original tracings and returned to the Bridge Division in Salem.

Project Cost

Final cost of the project, exclusive of engineering, was $143,058.73, 2.89% over the original bid amount of $139,044.00. This final cost figure includes a "$2,400 reduction for liquidated damages.

OBEC CONSULTING ENGINEERS
Jerry E. Bishop
Jerry E. Bishop
Resident Engineer

JEB:ps

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Amazon Creek (Acorn Park) Bridge
HIGHWAY: City Street
COUNTY: Lane
CONTRACT: 9145
PREFIX: 320-1033
F.A. NO.: BROS-2003(1)

SUMMARY

ITEM	ORIGINAL	SEMI-FINAL	% (+ or -)
Bid Items	$139,044.00	$145,460.73	+4.61
Anticipated Items	100.00	-0-	-100.00
Contingencies	6,261.48	-0-	-100.00
Engineering	12,522.96	12,522.96	-0-
Liquidated Damages	-0-	-2,400.00	
Totals	$157,928.44	$155,583.69	-1.48

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

Bid Item No. 3 - General Excavation
Overrun of 10.60% above the authorized quantity due to building the bicycle path subgrade 12'-0" wide instead of 11'-0" as shown.

Bid Item No. 4 - 1"-0 Aggregate Base
Overrun of 23.1% above the authorized quantity due to the wider bicycle path subgrade and high moisture content of the material.

Bid Item No. 5 - Class "B" or "C" Asphalt Concrete
Overrun of 12.89% above the authorized quantity due to material being placed too thick in some areas.

Bid Item No. 12 - Sacked Riprap
Overrun of 22.5% above the authorized quantity due to an under estimate in the original estimated quantity.

Bid Item No. 14 - Soil Sterilization
Overrun of 1115.85% above the authorized quantity due to an error in the original estimated quantity.

Price Agreement No. 1
Additional structural concrete and reinforcement totaling $1,030.13 due to building Bent 2 and Bent 3 Pile Caps 2'-6" deep instead of 2'-0" deep, concrete instead of asphalt concrete sidewalk ramps at Bent 4, and the addition of rebar dowels in the sacked riprap.

914

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FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Amazon Creek (Acorn Park) Bridge		WEEK ENDING: November 15, 1980 SECTION PREFIX: 320-1033
HIGHWAY: Acorn Park Street		COUNTY: Lane
NAME OF JOB: Amazon Creek (Acorn Park) Bridge	KIND OF WORK: Grading, Paving, Structure	
CONTRACTOR: Western Bridge, Inc.	CONTRACT NUMBER: 9145	FEDERAL AID PROJECT NUMBER: BROS-2003(1)
DATE OF CONTRACT: June 26, 1980	DATE WORK STARTED: July 15, 1980	ESTIMATED COMPLETION DATE: November 15, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 110	WORK DAYS USED CALENDAR DAYS USED 128
	SPECIFIED COMPLETION DATE: October 26, 1980	PERCENT OF TIME ELAPSED: 116.4
PROJECT AUTHORIZATION: $157,928.44		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $145,405.48	ENGINEERING AUTHORIZATION: $12,522.96	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.72
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $139,044.00	ENGINEERING COST TO DATE: $21,000.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: [redacted] UNDERRUN 0.28 %	PERCENT OF AUTHORIZATION: 167.7 %	November 13, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.65 Sta.	8.65 Sta.			8.65 Sta.
MILES PARTIALLY COMPLETED					
MILES COMPLETED	8.65 Sta.	8.65 Sta			8.65 Sta.
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1240 C.Y.	525 T.			250 T.
TOTAL QUANTITIES CORRECTED TO DATE	1371 C.Y.	632 T.			282
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1371 C.Y.	632 T.			282
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Pickup truck, misc. small tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16461			
PERCENT	100			

	WEATHER	Calendar ~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Cloudy, Rain	1		
MONDAY 10	Cloudy, Cool	1		
TUESDAY 11	Cloudy, Cool	1		
WEDNESDAY 12	Cloudy, Cool	1		
THURSDAY 13	Cloudy, Cool	1		
FRIDAY 14	Cloudy, Rain			
SATURDAY 15	Partly Cloudy			

RECEIVED
NOV 20 1980
CONSTRUCTION BRANCH

Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlces
Widmer
Gebauer

OREGON STATE HWY. DEPT. EUGENE, OREGON
RECEIVED
NOV 19 1980
NOTED

RES	ASST	DSP	INSP	O.M	FILES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	Completed concrete finishing and cleaning up jobsite.
WEDNESDAY	No Activity
THURSDAY	Placed bark mulch along shoulders of bicycle path. This completes all work on the project.
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

SIGNED Jerry E. Bishop LOCATION Eugene, Oregon
OBEC Consulting Engineers

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

9145

June 2, 1980

CON 4

City of Eugene
City Hall
Eugene, Oregon 97401

Attn: Sherman P. Flogstad
City Recorder

Gentlemen:

On May 29, 1980 a satisfactory bid was received from Western Bridge Inc., 3640 Spring Blvd., Eugene, Oregon 97405 for Bridge Construction over Amazon Creek on Acorn Park Road. This is a Special Bridge Replacement Project No. BROS-2003(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$139,044.00
Temp. Erosion Control	$ 100.00
4 1/2% Contingencies	6,261.48
9% Engineering	12,522.96
ESTIMATED TOTAL COST	$157,928.44

City's Advance Deposit:
20% of $157,928.44 = $31,585.69 or say $31,600.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 20, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 780: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 780
when check is received.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-5658~~ 440-3399

Mr. David Reinhard
Supervising Civil Engineer
City of Eugene
858 Pearl Street
Eugene, OR 97401

January 21, 1980

In Reply Refer to
File No. PRO 6

MISC. CONTRACTS and
AGREEMENTS No. 1

Dear Dave:

This will acknowledge receipt of a copy of the consultant agreement between the City of Eugene and Oregon Bridge Engineering Company for work to be performed on the proposed re-construction of Acorn Park Bridge.

By copy of this letter I am forwarding this document to the Project Management Section in Salem for further processing.

You will be notified when this document has been approved so that the consultant may commence work.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

cc: D.H. Moehring
Larry Asburry
Ellis Jones
OBEC

Form 734-3122

HIGHWAY DIVISION - ODOT

FILE May 28, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 29, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 29, 1980 on the following projects:

1. U.P.R.R. X'ing-LaGrande-Baker Highway (Baker)
   Pocahontas Road
   Baker County

   Paving. Two twelve-foot travel lanes with fourteen-foot median. Three-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Clackamas Highway at Freeman Ave (Milwaukie)
   Clackamas County
   Traffic Signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Jordan Valley-Idaho State Line
   Broadhurst Lane
   Malheur County
   Paving. Twenty-two-foot roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366. Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. N.W. Nye Street-Oregon Coast Highway (Newport) and
   Corvallis/Newport Highway @ John Moore Road
   N.W. 11th Street and Corvallis/Newport Highway
   Lincoln County

   Paving and Signals. Forty-foot roadway on N.W. 11th. Curb cuts on existing sidewalk and traffic signals being installed at the intersection of N.W. 11th and Oregon Coast Highway. Traffic signals being installed at the intersection of John Moore Road and Corvallis-Newport Highway.

   Same as No. 3.

5. Willow Creek Bridge (Heppner)
   Heppner Highway
   Morrow County

   Structure. Thirty-four-foot, eight-inch roadway. Two six-foot sidewalks and ramps available for pedestrian and bicycle use.

   Same as No. 1.

6. Upper White River Bridge
   County Road No. 237
   Wasco County

   Structure. Twenty-eight-foot roadway on structure. Twenty-eight-foot aggregate roadway on approached (by others).

   Same as No. 3.

7. Amazon Creek Bridge
   Acorn Park Street (Eugene)
   Lane County

   Structure. Five-foot sidewalks on structure available for pedestrian and bicycle traffic. A ten-foot Class I Bikeway is being built under the structure with connections to Acorn Park Street.

8. N.E. 33rd Avenue @ N.E. Broadway and
   S.E. 39th Avenue @ S.E. Stark Street (Portland)
   Multnomah County

   Paving and Signals. Sidewalks, variable width, five to twelve foot with ramps will be available for pedestrian and bicycle traffic

   Same as No. 1.

9. S.E. 92nd Avenue-S.E. Lester Avenue
East Portland Freeway
Multnomah and Clackamas Counties

Grading and Appurtenances. A Class I Bikeway has been constructed on this project under previous contract.

10. Birch Creek (Sparks) Bridge
Canyon Road
Umatilla County

Grading, Paving and Structure. Twenty-eight-foot roadway on structure and approaches.

Same as No. 3.

PS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. F. Terpin
George Bell
Don Harwell

U. S. DEPARTMENT OF TRANSPORTAT… FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-21-80

F… RAL AID PROJECT NO.: BROS - 2003(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 00032

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copy to Holmes

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Non Federal-aid
1/4/80	5/7/80	STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Amazon Channel (Acorn Park Street) Bridge Section

GENERAL DESCRIPTION OF WORK:

Authorization to advertise and consultant agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Consultant Agreement

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated April 29, 1980 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

As requested in Mr. Swan's letter of 4/28/80 I approve the consultant agreement with Oregon Bridge Engineering Company to perform the construction Engineering on the subject project on an actual cost basis not to exceed $15,000 Federal funds $12,000 which includes a net fee of $1,800.

Effective date of agreement is date of award of contract.

Distributed
5-27-80 MCH

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/21/80	G K H	for Division Administrator

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-455

NONDISCRIMINATION IN EMPLOYMENT

1. Attached hereto, marked Exhibit C, and by this reference made a part hereof.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the ______________ day of ________________, 19 ___.

CONSULTANT, by and through
its Company Officers

Firm OBEC CONSULTING ENGRS

By WC Palmateer

Title Gen. Manager

CONCURRENCE RECOMMENDED

____
Region Engineer

OSHD CONCURRENCE

By ______________________

Date 2-19-80

______________ COUNTY, by and
through its Board of Commissioners

By ______________________
Chairman

By ______________________
Commissioner

By ______________________
Commissioner

CITY OF EUGENE, by and
through its City Official

By ______________________
City Manager

Federal participation in this contract is limited to the Construction Engineering phase only. Approval is granted with the understanding that effective date of authorization to proceed is the award date of contract for construction.

APPROVED DATE 5-7-80
G. L. GREEN, DIVISION ADMINISTRATOR
OREGON DIVISION
FEDERAL HIGHWAY ADMINISTRATION
BY ______________________
Field Operations Engineer

Am. on Creek
Section (ACORN PARK) BRIDGE Program ing Estimate $ 180,000 Bm
Highway CITY STREET Project Length
County LANE Completion Time ~~180~~ 110 Cal. days
Kind of Work GRADE, PAVE & STRUCTURE Est. Comp. Date
Prefix 20-8257 Letting Date 29 MAY 80 Project No. BROS-2003

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 167,144.50

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control ✓	100	
State Furnished		
Roadside Seeding & Mulching		$ 100
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		

Subtotal $ 167,244.50

Contingencies (4-1/2%) 7,526.00

Engineering (~~8~~, 9, ~~10~~%) 15,052.01

~~Subtotal~~ $

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ 188,822.51

APPROVED

Weinting
Road Design Engineer

NOTED
D. O. Christensen

Rec D. 5-16-80

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date
County Lane

Section
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structural Concrete, Class 3300 (80 CY@ 300)		All	All	—	~~$24,000~~
	4'x 25'/30' Prestressed Slabs		Each	33	1350^{00}	44,550
	Reinforcement (9400 lb@ 0^{60})		All	All	—	\$$5640^{00}$
	Three Tube Steel Railing		LinFt	165	55^{00}	9075
	3-inch PVC Pipe		LinFt	107	5^{00}	535
	4-inch PVC Pipe		LinFt	107	5^{50}	588^{50}
	5-inch PVC Pipe		LinFt	214	6^{50}	1391

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 1, 1980

FILE: Eugene

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening May 29, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. BROS-2003(1)

Highway No. 2020 City

Federal-aid Project Name Amazon Channel Bridge

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[XX] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

F C Lowe

FCL:

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Salem, Oregon 97310

Attention: Right-of-way Section

Highway #2020

Prefix 20-8257

Subject: Federal Aid Project No. BROS-2003(1)
Project Name Amazon Channel Bridge
Acorn Park St.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 30th day of April, 1980

City of Eugene

Certified by:

Regional Right-of-Way Supervisor

Date 4/30/80

City Manager

William L. McGuire

City Recorder

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAY 1 1980
REFERRED TO
FOR
FILE: PM FA LG.

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

M
Dist.

71

~~Lane~~
Eugene

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/29/80
Donald L

May 29, 1980 Bid Letting ________ All Clear Deadline

SECTION Amazon Channel Bridge
Highway Acorn Park St.
County Lane Region 3
Type of Work Structure Funds HBR (OS)
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	
Write-off Letter	☒					
PERMITS:						
Division of State Lands		☒				
D.O.G.M.I.	☒					
Corps of Engineers		☒			☒	
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	Statewide

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
AGR

April 28, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Oregon Project No. BROS-2003(1)
Amazon Creek (Acorn Park) Bridge
City of Eugene & OBEC

Attached for your approval are two conformed copies of a Consultant Agreement covering construction engineering services to be furnished to the City of Eugene by Oregon Bridge Engineering Company for subject project.

A pre-award audit evaluation has been conducted and approval recommended by the Highway Division Accounting Office.

I request your approval of the Consultant Agreement, authorization to proceed with work by the Consultant, concurrent with authorization to advertise for bids, and the return of one approved copy of the agreement for our project file.

CL:bke
Attachment

cc: Jack Ayres, Region 3
Cliff Laux

Form 734-3122

Am[illegible]on Creek

Section (ACORN PARK) ~~&~~ BRIDGE Programming Estimate $

Highway CITY STREET Project Length

County LANE Completion Time 180 Cal. days

Kind of Work GRADE, PAVE & STRUCTURE Est. Comp. Date

Prefix 20-8257 Letting Date Project No. BROS-2003(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 168,894^{50}
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control ✓	100	
State Furnished		
Roadside Seeding & Mulching		$ 100
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 158,994^{50}
Contingencies (4-1/2%)		7,154^{75}
Engineering (~~8~~, 9, ~~10~~%)		14,309^{51}
~~Subtotal~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 180,458^{76}

APPROVED

Road Design Engineer

NOTED
D. O. Christensen

L

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAIX PROJECTS					
S.E. Portland Signal Modification-10 Intersections Portland	$ 50,000	$ 42,500	None	$ 7,500	3-18-80
Pine Street-Division St. N. Liberty-Commercial Couplet, FAU 1705 Salem	1,738,000	1,477,300	None	260,700	3-20-80
Arterial Street (Portland) Overlay Program Portland	964,000	819,400	$86,760	57,840	3-28-80
SOS PROJECTS					
Amazon Channel (Acorn Park Street) Br. Eugene - City		CANCELLATION			3-13-80
Ingersoll Ave. - Kruse Ave. Section on 10th Street Coos Bay - City		CANCELLATION			3-28-80

April 3, 1980 H. S. Coulter

H. S. Coulter
State Highway Engineer

4-4-80 [illegible]

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BROS-2003(1)
Amazon Creek (Acorn Park) Bridge
City of Eugene and OBEC

Date: March 24, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.8-OR

To: Mr. H. S. Coulter, State Highway Engineer

Request for approval of Supplemental Consultant Agreement with OBEC by Mr. Swan's letter of March 20 is being returned without action.

Program approval for the subject project does not include preliminary engineering.

G.K. Hassner
for G. L. Green

Attachment:
2 cys of Supp. Agreement - OBEC

REC'D
STATE HWY
[illegible] '80
REFERRED

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Mr. L. F. Pierce
Chief Engineer
OBEC Consulting Engineers
244 Country Club Rd.
Eugene, OR 97401

March 21, 1980

Amazon Creek(Acorn Park)Bridge
Bridge 16461
Lane County

We have reviewed the plans of this project received by us on March 17, 1980.

To expedite this project we are returning our review set, which contains our comments in red pencil, to you for your consideration. Please return this review set to us at your earliest convenience. Attached to Sheet 6 is a brief summary of the Bridge Section's comments.

On future projects it would facilitate the review process if you submitted four copies of the plans to this office.

Please call us if you want clarification on any of the comments.

Walter J. Hart
Bridge Engineer

L. L. Wallace
Assistant Bridge Engineer

Encl.

cc Jack Ayres
Bert Teitzel
Ellis Jones
D. H. Moehring

Form 734-3122

9-45

March 20, 1980

AGR

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY

FROM: D. E. Swan D. E. SWAN
Operation Programming Engineer

SUBJECT: Oregon Project No. BROS-2003(1)
Amazon Creek (Acorn Park) Bridge
City of Eugene & OBEC

Attached for your consideration are two conformed copies of a supplemental Consultant Agreement covering additional engineering services to be furnished to the City of Eugene by OBEC Consulting Engineers for subject project.

We request your approval now of the Supplemental Agreement, authorization to proceed with work by the Consultant and the return of one approved copy of the agreement for our project file.

MCH:pf
Attachment

cc: Jack Ayres, Region 3
Cliff Laux

M

Supplemental Agreement: Acorn Park Bridge

This supplements the Consultant Agreement entered into between Oregon Bridge Engineering Company and City of Eugene, for engineering services on the Acorn Park Bridge.

In consideration of extra work to be performed in the design and preparation of drawings and specifications for the relocation of the bike path at the bridge site, the following modifications are made to the original agreement:

Paragraph 1., page 5, shall now read:

"Payment for all preliminary engineering and design work accomplished under the terms of this agreement shall be a lump sum in the total amount of Seven Thousand Five Hundred Dollars, ($7,500.00)".

Exhibit A, page 1 of 4 shall be replaced by Revised Exhibit A, page 1 of 4, attached and hereby made a part of this supplemental agreement.

Agreed to on this 20th day of February, 1980.

Oregon Bridge Engineer co.
dba OBEC Consulting Engineers

L. F. Pierce, Vice President

City of Eugene

Charles T. Henry, City Manager

OSHD Concurrence:

for Assistant State Highway Engineer

3/20/80
Date

ANALYSIS OF FEE FOR ENGINEERING SERVICES
PRELIMINARY ENGINEERING

Direct Salary Cost		$ 3,100
Overhead Cost (including payroll additives)	92.7 %	$ 2,870
	Subtotal	$ 5,970
Net Fee		$ 1,180

Direct Nonsalary Costs:

a.	Travel and Per Diem	$
b.	Reproduction Expenses	$ 200
c.	Computer Expense	$ 100
d.	Communications	$ 50
e.	Outside Consultants (Firm Name & Service)	$ -
f.	Foundation Investigation	$ Not Included
g.	Hydraulic Study & Report	$ -
h.	Environmental Assessment and Statements	$ -
i.	Material Laboratory Testing	$ -
j.	Other (specify)	$ -

Subtotal	$ 350
Total Estimate	$ 7,500
Lump Sum Amount	$ 7,500

EXHIBIT A
Page 1 of 4

Revised 2/20/80

OBEC CONSULTING ENGINEERS

March 14, 1980

Mr. Jack Ayres
Oregon Department of Transportation
Region 3 Federal-Aid Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Re: Acorn Park Street Bridge
City of Eugene
OBEC Job No. 89-12

Dear Mr. Ayres:

Transmitted with this letter is one set of the completed plans for the Acorn Park Street project. In order to save time we are mailing two sets of plans directly to the Bridge Section for their review.

We will retain the tracings until the reviews have been completed and final corrections made. Draft special provisions for the specifications are also included for review.

We are hoping to have this project on the April 1980 bid letting so that work can begin as early as possible, and also to help avoid the concentration of a large number of projects later in the spring.

Please let us know if there is anything that we can do at this time to help expedite the project.

Very truly yours,

L. F. Pierce
Chief Engineer

LFP:ps
Enclosures

cc: Bert Teitzel w/Plans
Ellis Jones w/Plans
Walt Hart w/Plans (2)
Dave Moehring

M.
N

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 12, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: SOS Project Cancellation
City of Eugene
SOS-2003(1)

The City of Eugene is requesting the cancellation of the bridge project over the Amazon Channel on Acorn Park Street because of lack of funding. The City has requested the project be constructed with Special Bridge Replacement funds instead of Safer OFF SYSTEM funds. No advance payment was collected for PE. The project was approved by the Transportation Commission on November 28, 1978.

Jurisdiction	Section	Total Funds	Federal Funds	County Funds
Eugene - City	Amazon Channel (Acorn Park St.) Br.	$149,500	$93,000	$55,900

The Region and this office have considered the City's request and concur in this matter. I recommend your approval of this cancellation and request your authorization under delegated authority.

APPROVED BY:

For H. S. Coulter
State Highway Engineer

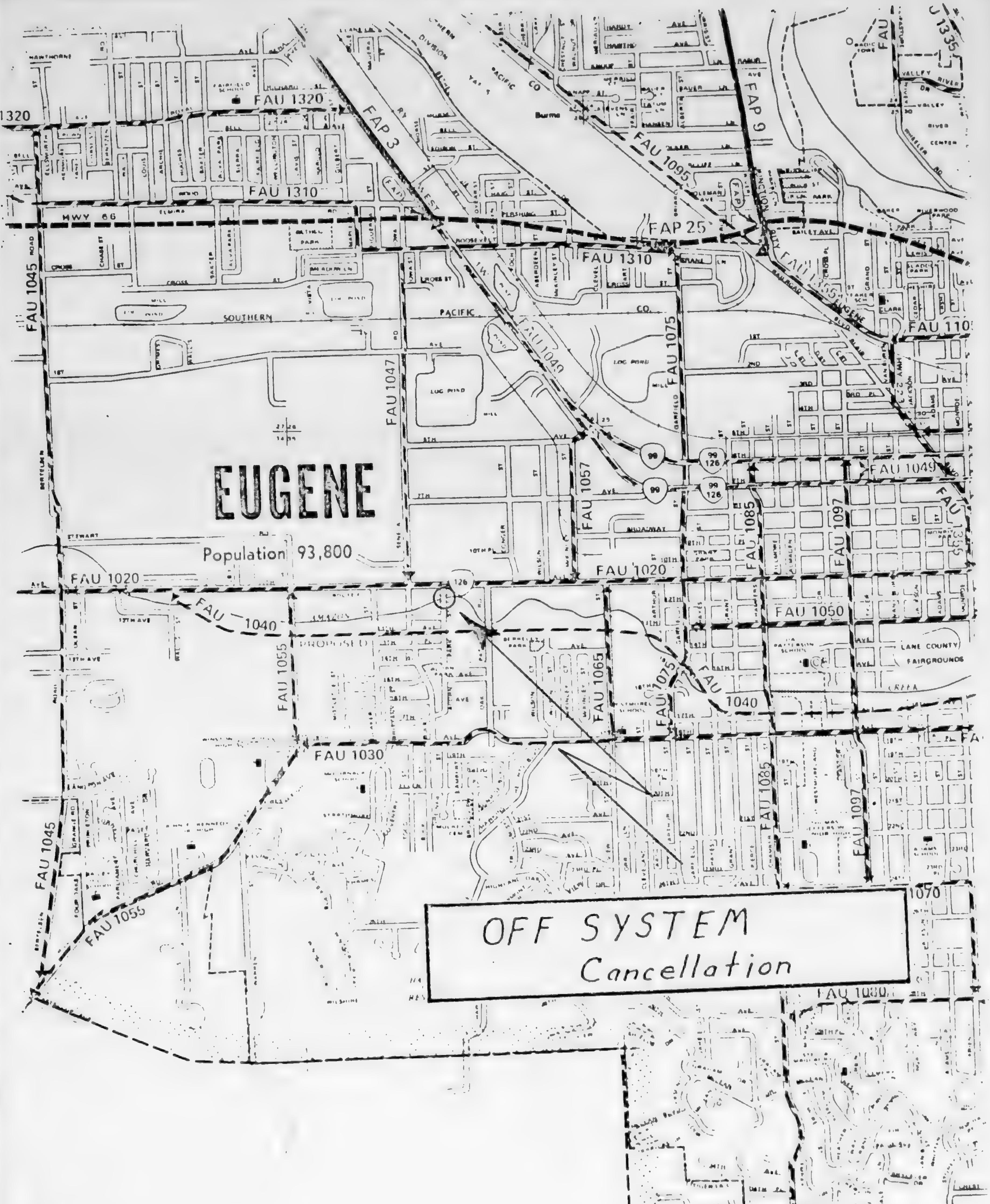
Date 3/13/80

RECEIVED
DOT DIRECTOR
MAR 19 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

HE:pf
Attachment
D. E. Swan - Please process and update PMS.
cc w/Attachment:

F. B. Klaboe
E. S. Hunter
D. H. Moehring
C. T. Keasey
R. L. Schroeder
L. W. Rulien
George Bell
J. H. Versteeg
L. E. George
F. E. Terpin
W. T. Hart
J. B. Boyd
R. Trygstad
G. Potter
D. O. Christensen
J. Sullivan
F. W. Yarbrough
George Wills
Phil Lewellyn
Frank Lowe
Region 3:
Alfred Shirley, Jr.
Jack Ayres
Dennis P. Matney

PROJECT MANAGEMENT BRANCH
REFERRED TO
FOR
FILE: FM FA LG


EUGENE
Population 93,800
FAU 1320
FAU 1310
HWY 66
FAP 25
FAP 3
FAP 9
FAU 1095
FAU 1335
FAU 1105
FAU 1045
FAU 1047
FAU 1040
FAU 1075
FAU 1057
FAU 1085
FAU 1097
FAU 1049
FAU 1020
FAU 1050
FAU 1055
FAU 1065
FAU 1030
FAU 1056
FAU 1070
FAU 1080
SOUTHERN PACIFIC CO.
LANE COUNTY FAIRGROUNDS
LOG POND
PROPOSED
99
126

OFF SYSTEM
Cancellation

711

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

February 19, 1980

FILE: PRO 6

Jack Ayres

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: D.H. Moehring
Asst. State Highway Engineer
SALEM

SUBJECT: Preliminary Plans & Report
Acorn Park Bridge Replacement
SBR - Eugene

Attached for review by OSHD are four copies of preliminary bridge drawings and one copy of the project report for the subject project.

After review by those sections specifically involved, please return comments to this office.

ja/cp
attach.
cc: W. Hart
G. Potter
J.H. Versteeg
R. Lenz
E. Jones

2-26-80
To Br. design
for review.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
FEB 25 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

The Amazon Channel through the bridge site was constructed from the Corps of Engineers design in the 1950's. The design specified a 30'-0" bottom width with 2:1 side slopes, at design station L_1 400+15. Pending the outcome of hydraulic studies for maximum flood, an additional 5' of bottom width (total 35') has been incorporated in the design channel section.

Design of the structure also includes provisions for placement of a 12' wide bike path under the bridge. At this time it is planned to taper the roadway width at the bridge ends, with final street construction in the future.

STRUCTURE DESIGN CRITERIA

Specifications: Current AASHTO "Specifications for Highway Bridges".

Loading: HS20-44

Roadway: 36'-6" curb-curb, 5'-9" sidewalks, 48'-0" out-to-out of structure.

Alignment: Maximum clearance to high water as allowed by matching of existing street grades.

PROPOSED STRUCTURE

A three-span structure approximately 85' long was selected for several reasons: (1) To allow use of the shallow 12" precast slab superstructure for severely limited vertical clearances, (2) to provide maximum waterway opening, and (3) to provide an economical and durable structure.

The concrete piling substructure proposed is both visually satisfying and resistant to decay, while offering a minimum obstruction to the channel flow. This type of foundation has been used for other bridges over the Amazon Channel. The interior bent piling will be driven to 40 tons-plus per pile, with expected pile penetration in the range of 35 feet.

FOUNDATION INVESTIGATION

On February 11th, a State drill crew under the supervision of Bill Fretwell moved onto the site. We expect to have the results of the investigation by February 18th or 19th.

HYDRAULICS

An independent hydraulic study has not been performed, as several are currently in progress. The Corps of Engineers has obtained preliminary results from a flood-insurance study for the 100 year frequency flood, which is summarized below. A Permit application has been submitted to the Corps by OBEC, acting for the City.

The high water elevation (100 year frequency) is now estimated at elevation 401.0 at the bridge site. This would allow approximately 1.0 foot clearance from the bottom of the superstructure, with the existing channel conditions. Drift is not expected to be a problem, and the additional proposed width of channel should improve the flow condition.

Hydraulic data for the existing channel at the bridge site is summarized:

	Design Flood	Maximum Flood
Discharge (cfs)	2,100	2,800
Frequency	25 Years	100 Years
High Water Elevation	398.1	401.0

PRELIMINARY DRAWING

We are enclosing four copies of our preliminary drawing which shows the general features of the proposed bridge. Your review and comments regarding the proposed geometry and the conceptual design would be appreciated in order that we may proceed with the detailed design.

It is anticipated that we can have completed plans ready for review by your office and by the City within three weeks after approval of the preliminary concept.

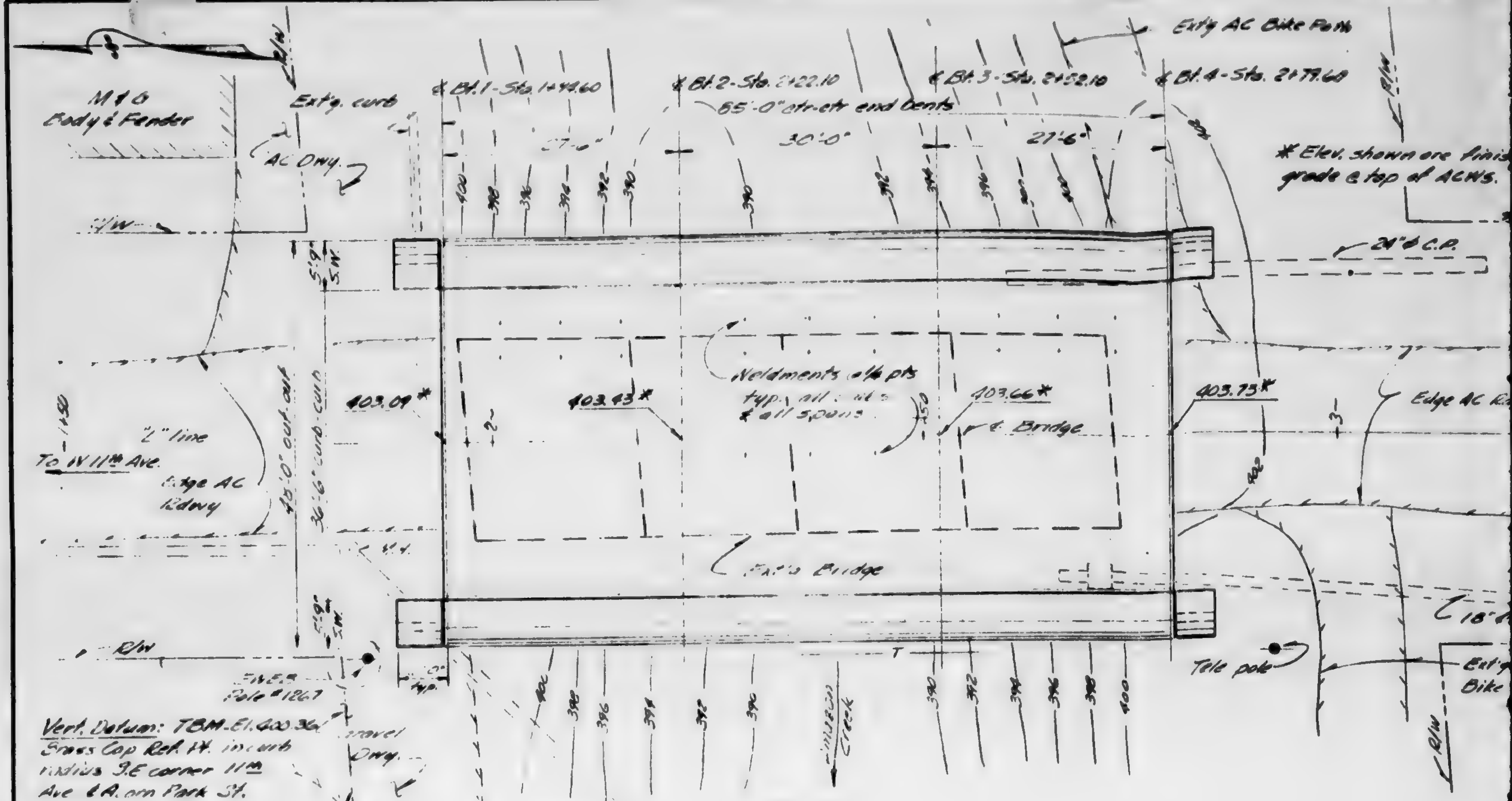
If you have questions or if further information is needed, please contact Bob Wilson of this office. After February 18th, our new phone will be 683-6090.

Very truly yours,

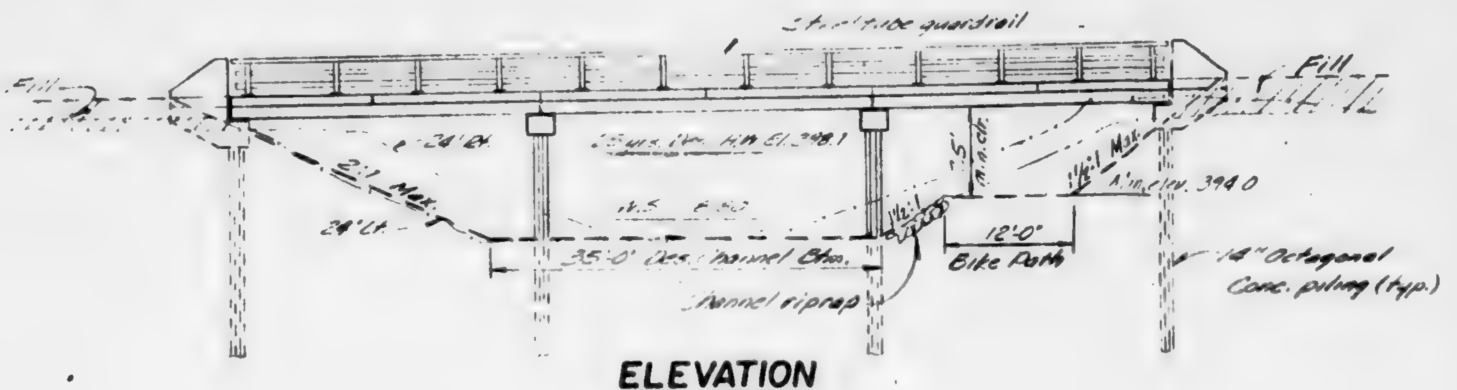
L. F. Pierce
Chief Engineer

LFP:seb
enclosures

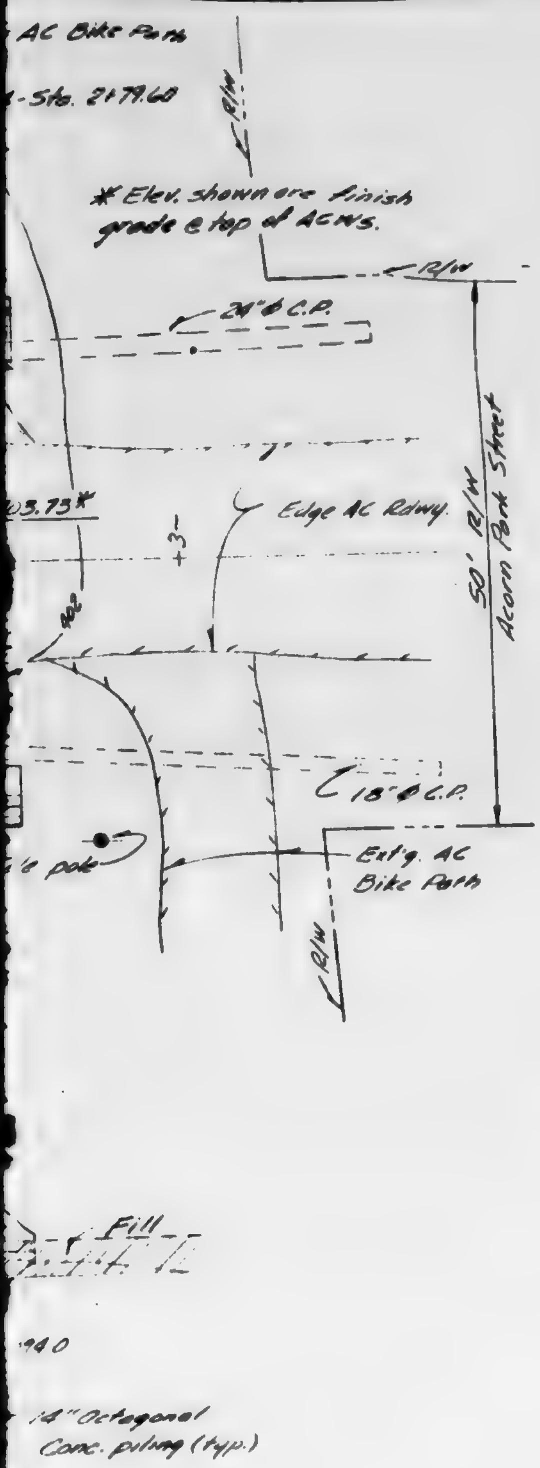
cc: Bert Teitzel
Ellis Jones w/ enclosure

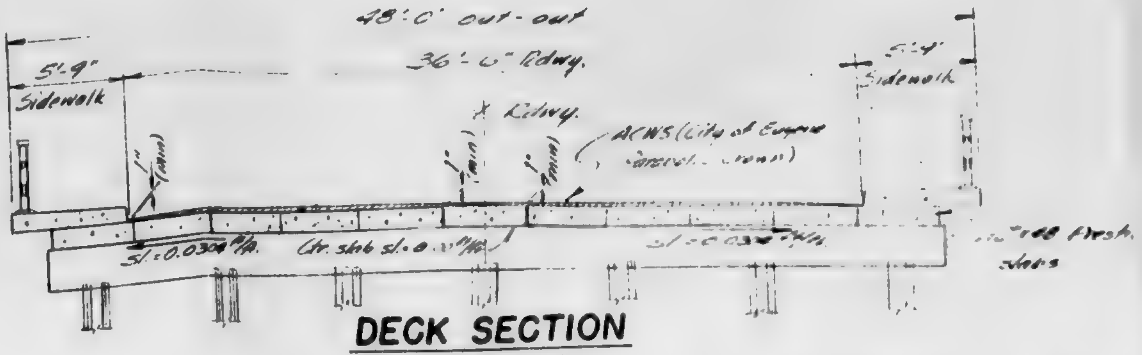

M & O
Body & Fender
Ext'g. curb
AC Dwy.
R/W
℄ Bt.1-Sta. 1+49.60
℄ Bt.2-Sta. 2+22.10
℄ Bt.3-Sta. 2+52.10
℄ Bt.4-Sta. 2+79.60
65'-0" ctr-ctr end bents
27'-6"
30'-0"
27'-6"
Ext'g AC Bike Path
* Elev. shown are finis
grade @ top of ACWS.
24"⌀ C.P.
400
398
396
394
392
390
5'-9" S.W.
40'-0" out-out
36'-6" curb-curb
403.09*
403.43*
Weldments @ ¼ pts
typ., all units
& all spans
403.66*
℄ Bridge
403.73*
"Z" line
1+50
To W 11th Ave.
Edge AC Rdwy
Edge AC R
Ext'g Bridge
18"
Tele pole
Ext'g
Bike
PNE Co
Pole #1267
5'-9" S.W.
1'-0" typ.
Gravel Dwy.
Creek
Country V.W.
402
Vert. Datum: TBM-El. 400.36 Brass Cap Ref. Pt. in curb radius S.E corner 11th Ave & A...on Park St.

PLAN
1" = 10"


Steel tube guardrail
Fill
Fill
℄ 24' Rt.
25 yrs. Des. H.W. El. 398.1
5' min. clr.
2:1 Max.
1½:1 Max.
1½:1
Min. elev. 394.0
W.S. El. 390
24' Lt.
35'-0" Des. Channel Btm.
12'-0"
Bike Path
Channel riprap
14" Octagonal
Conc. piling (typ.)

ELEVATION
1" = 10"


AC Bike Path
-Sta. 2+79.60
R/W
* Elev. shown are finish grade @ top of ACWS.
R/W
24"Ø C.P.
3.73*
Edge AC Rdwy.
+3-
50' R/W
Acorn Park Street
18"Ø C.P.
pole
Ext'g. AC Bike Path
R/W
Fill
94.0
14" Octagonal Conc. piling (typ.)

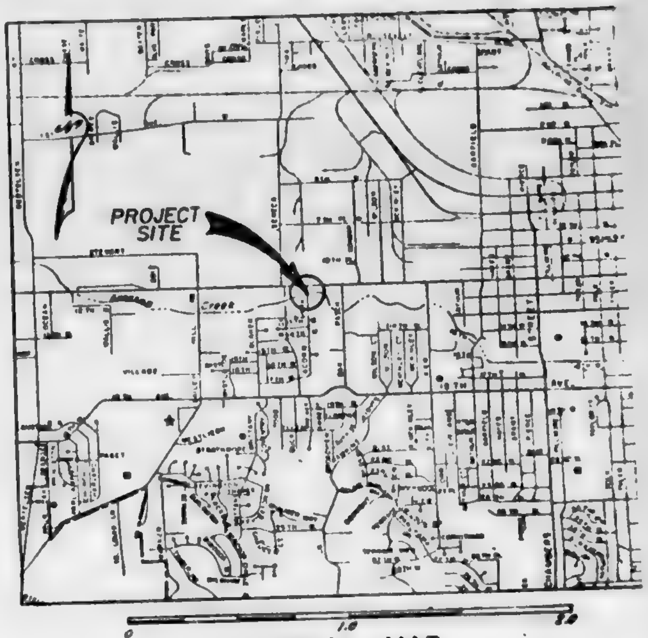

48'-0" out-out
36'-0" Rdwy.
5'-9"
Sidewalk
5'-4"
Sidewalk
℄ Rdwy.
1" (min)
1" (min)
1" (min)
ACWS (City of Eugene
sl = 0.0304'/ft.
Ctr. slab sl. = 0.0
sl = 0.030
Fresh. slabs

DECK SECTION

3/16" = 1'-0"

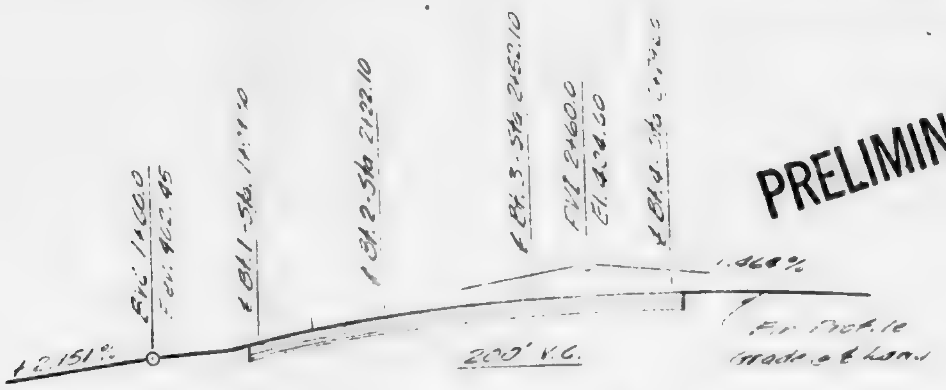
HYDRAULIC DATA

	DESIGN FLOOD	EST. MAX FLOOD
DISCHARGE - CFS	2100	2800
FREQUENCY - YRS.	25	100
H.W. ELEV. - FEET	398.1	401.0


PROJECT SITE
0
1.0
2.0

VICINITY MAP

Design Criteria: Bridge is designed for HS 20-44 live load in accordance with the 1977 AASHTO Standard Specifications for Highway Bridges with an allowance of 100 lbs/ft. for ACWS.


+2.151%
PVC 1+60.0
Elev. 402.45
℄ Bt.1-Sta.
℄ Bt.2-Sta. 21+22.10
℄ Bt.3-Sta. 21+52.10
PVI 2+60.0
El. 404.60
℄ Bt.4-Sta.
-1.469%
200' V.C.
Fin. Profile Grade @ ℄ Lane

GRADELINE DIAGRAM

NO SCALE

PRELIMINARY

FEB 14 1980

OBEC CONSULTING ENGINEERS
P.O. Box 72 Springfield, Oregon 97477 503-746-9673

ACORN PARK STREET BRIDGE

CITY OF EUGENE, OREGON

PRELIMINARY

DESIGNED: R. Wilson	APPR:	FILE NO.
DRAWN: C. Nena	DATE:	SHEET 1 OF 1
CHK'D:	PROJ:	

BRIDGE No. ____________

DRAWING No. ____________

NOTE: Bridge ℄ located @ Corp of Engrs. Amazon Channel Sta 4,400+15

January 8, 1980

City of Eugene
City Hall
Eugene, OR 97401

AGR 4-1

Attention: Sherman P. Flogstad
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning replacement of the Amazon Creek (Acorn Park Road) Bridge in Eugene.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attacnment
bc: Don Harwell (agreement attached)

1145

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

1-2-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. BROS-2003(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 00032

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 8 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-7.

DATE PS&E APPROVED 1-4-80

DATE AUTHORIZATION EFFECTIVE 1-4-80

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Amazon Channel (Acorn Park Street) Bridge Section

GENERAL DESCRIPTION OF WORK:

One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's November 29, 1979 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $175,000 - federal funds $140,000 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 1-4-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-818

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6558~~ 440-3399

December 18, 1979

In Reply Refer to
File No. PRO 6

Mr. Irv Berman
Planning Engineer
City of Eugene
858 Pearl St.
Eugene, OR 97401

Dear Irv:

This will acknowledge receipt of three signed copies of Preliminary Engineering and Construction - Finance Agreement No. 7207 and City Resolution No. 3284 for the proposed Acorn Park Bridge reconstruction.

By copy of this letter I am forwarding these documents to the Project Management Section in Salem for further processing.

I am requesting that Salem return a fully executed copy of this agreement to you for your files.

Project Management in Salem informs me that the agreement for the Eugene Traffic Signal Betterment Program - Phase I is being printed and will be forthcoming.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

cc: D.H. Moehring
Walt Hart
Larry Asburry
Ellis Jones

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 29, 1979

In Reply Refer to
File No.: PRO 6-2

TO	G. L. Green, Division Administrator Federal Highway Administration
FROM	D. E. Swan Operation Programming Engineer
SUBJECT	Revised Project Data Submission Item No. 00032 Project No. BROS-2003(1) Amazon Channel (Acorn Park St.) Br. Sec. Lane County

This letter and attached revised PR-1 forms, supersede the request submitted June 19 under Project No. SOS-2003(1), for it is now the intention to utilize bridge replacement (mandatory 15% off-system) funds to finance the project.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $175,000, with an obligation of $140,000 in Federal Funds.

JLG:sr
Attachments

cc: A. Shirley
H. Reynoldson, w/att.

Form 734-3122

Budget Bureau No. 41-R206
U.S

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61) November 29, 1979 Rev. June 19, 1979	**FEDERAL-AID PROGRAM DATA** (PPM 21-1)
DATE SUBMITTED TO W.O.		

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		City St., Acorn Park St. (Eugene)		DHV 200 2,000	- - - -	- - -	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14	PROJECT NUMBER NUMBER
	One Bridge								BROS- 23	7 2003

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME			CO
	Bridge Replacement(Mandatory 15% Off-System)	Lane			(1
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37)
	Eugene	N	NON	City St.	- - -

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**		"Amazon Channel (Acorn Park St.) Br. Sec."					
5					**CONST** (CODE) X080			0.014	175,000	140,000	-	35,000(City

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
		JLG		0.014	175,000	140,000	-	35,000(City
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	
		12-8-78 10- 4-79						

Budget Bureau No. 41-R2067; Approval Expires February 28

FORM PR-1
(REV. 4-61)

November 29, 1979 Rev.
June 19, 1979

U.S. DEPARTMENT OF COMMERC
BUREAU OF PUBLIC ROAD

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

JECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ity St., Acorn Park St. (Eugene) 65		DHV 200 2,000	- - - - (66) (70)	- - - (71) (72)	10	Oregon	41 (2) (3)	117 (4) (9)	00032 (14) (18)

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 BROS-	2003	(1) 13	(24)	(26) 27

Bridge Replacement(Mandatory 15% Off-System)

Eugene

COUNTY NAME: Lane

CODE: 039 (14) (16)

ROUTE NO.: N

FEDERAL-AID: NON (32)

STATE: City St. (36)

U.S.: (37) - - - (41)

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E								
OW								
ONST CODE) 080		"Amazon Channel (Acorn Park St.) Br. Sec."	0.014	175,000	140,000	-	35,000(City)	ROW-360'minimum; Access Control-none; Parking Restrictions; Partial
JLG		PROJECT TOTALS	0.014	175,000	140,000	-	35,000(City)	
				(16) (23)	(24) (33)			

ROVAL DATES

12-8-78
10- 4-79

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

AMAZON CHANNEL (Acorn Park St.) Br. Sec.
Project No. BROS-2003(1)

Existing Facility: 75-ft. wooden bridge with 24-foot roadway, posted for 8 ton load limit.

Adjacent Sections: 20-foot A.C. surfaced roadway.

Project Data: Work under this project consists of removal of the existing structure and construct a 100-foot long reinforced concrete bridge with 36-foot roadway and 6-foot walk each side. Adjustment of utilities as required.

Exceptions to Minimum Design Standards: None anticipated.

Right-of-Way & Relocation Assistance Payments: City will acquire any necessary and make such payments as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on May 21, 1979.

FHPM 7-7-5 Requirements:
1) Public Hearings - Not required under Oregon Action Plan.
2) Location/Design - Not a factor in the development of this project.

Accommodation of Utilities: A State-City Agreement complying with paragraph 6d(1) of PPM 30-4.1 was executed April 20, 1979.

Maintenance: A State-City Agreement complying with Section 116, Title 23 USC was executed April 20, 1979.

NOTE: 1) This project is in Congressional District No. 4
2) Included in L-COG FY'80 AE/TIP on page 12.

DATE: November 7, 1979

PIA 14-2

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Bridge Replacement Project Request

On the Consent Calendar for the November 20 meeting will be one request for approval and one request for deferment of a Bridge Replacement Project.

A $175,000 project to replace the structure over Amazon Creek on Acorn Park Road in the City of Eugene.

Federal Funds for this project are estimated at $140,000 with the Local Government funds providing approximately $35,000 in match funds.

The project has been investigated and is eligible for funding under the Highway Bridge Replacement Program.

Clackamas County wishes to defer the Salmon River (Arrah-Wanna Blvd.) Bridge project approved by the Commission on July 17, 1979.

I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

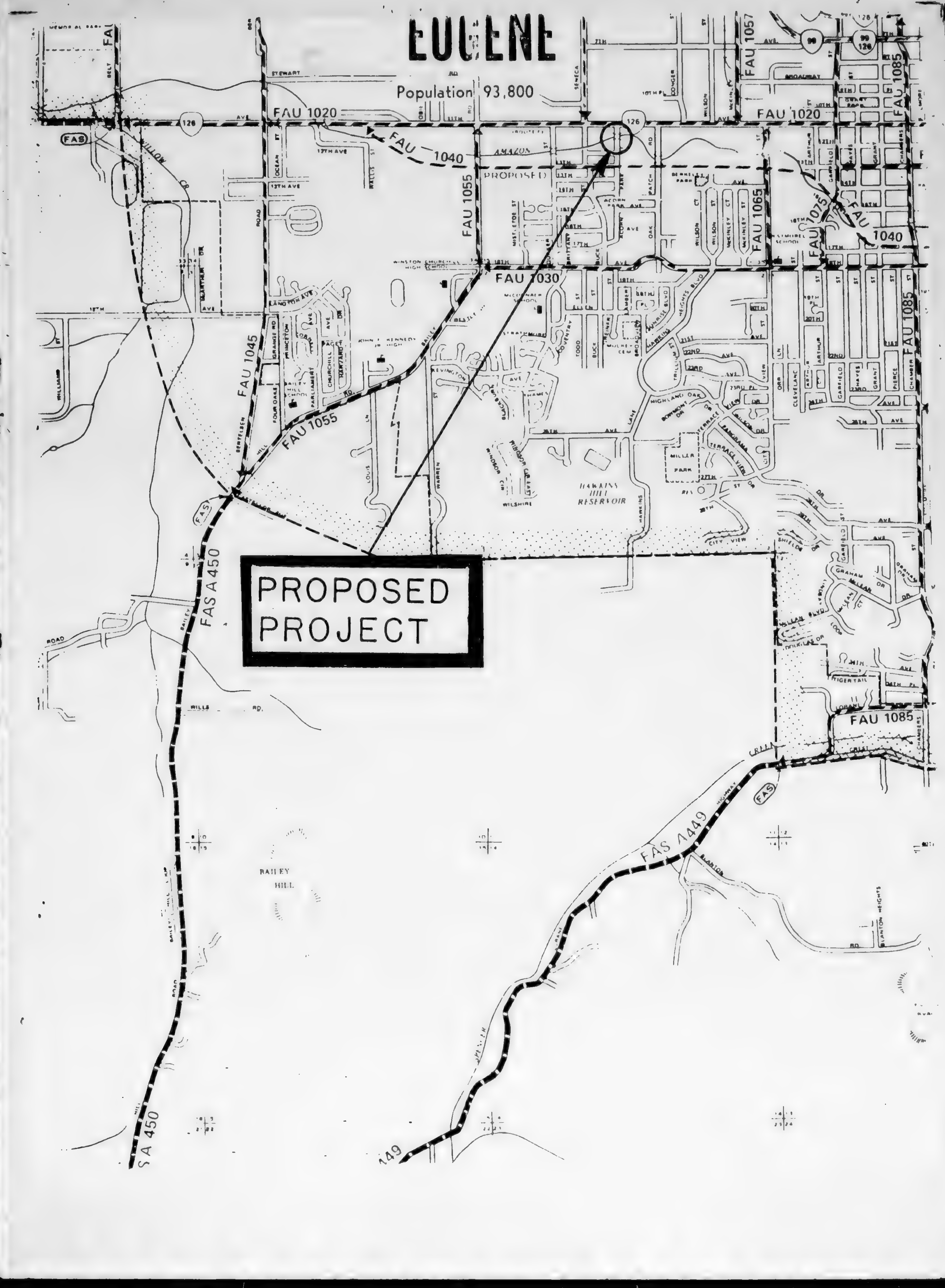
Attachment

FFH:pf
bcc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
D. H. Moehring
R. L. Schroeder
C. T. Keasey
J. H. Versteeg
C. O. Christensen
D. E. Swan
G. Bell

PROPOSED HIGHWAY BRIDGE REPLACEMENT PROJECT

The City of Eugene is requesting a $175,000 project for Preliminary Engineering and Construction of a 100-foot structure with sidewalks both sides and approaches over Amazon Creek on Acorn Park Road. The project will develop the environmental statement and provide plans and contract documents for replacement of the existing timber structure. The City will perform the Preliminary and Construction engineering work. The 20 percent local match will be provided by the City of Eugene.

Region 3 and the joint State, City, County SBR Advisory Committee, investigated the proposed project confirming its validity and financing utilizing Highway Bridge Replacement funds.


EUGENE
Population 93,800
FAU 1020
FAU 1040
AMAZON
PROPOSED
FAU 1055
FAU 1065
FAU 1057
FAU 1075
FAU 1085
FAU 1030
FAU 1045
FAS
FAS A 450
FAS A449
126
99
WINSTON CHURCHILL HIGH SCHOOL
JOHN F. KENNEDY JR HIGH
HAWKINS HILL RESERVOIR
MILLER PARK
BAILEY HILL
STEWART RD
WILLOW CR
BERTELSEN
WARREN
LOUIS
HAWKINS
CITY VIEW
WILSHIRE
COVENTRY
TODD
CHAMBERS
CREST
WILLS RD
ROAD
PROPOSED PROJECT

1.

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. H. S. Coulter
State Highway Engineer

DATE: November 5, 1979

FROM: Walter J. Hart
Walter J. Hart
Bridge Engineer

SUBJECT:

Acorn Park Road Bridge
Special Bridge Replacement Request

The City of Eugene has a bridge over the Amazon Creek on Acorn Park Road which has been closed to traffic due to extensive rot in the timber members. The City has requested early replacement of the bridge as an off-system bridge under the Special Highway Bridge Replacement (SBR) Program. This request has been reviewed by the Joint State, City, County SBR Advisory Committee. The Committee concurs in the request and recommends that the Acorn Park Bridge project be added to the program by the Transportation Commission. The estimated cost of the new Acorn Park Bridge is $175,000.

Clackamas County has requested that the Salmon River Bridge on the Aratta-Wanna Road which was approved by the Transportation Commission on July 17, 1979 be deferred at this time. The Acorn Park Bridge is proposed as a substitute for the Salmon River Bridge on the off-system program.

WJH:dh

cc E. S. Hunter
D. H. Moehring
John Wood
Ken Wheatley, Portland
Don Gilman, Eugene
H. A. Schell, FHWA

RECEIVED
STATE HWY ENGR
NOV 6 '79
REFER TO
6
FOR

May 15, 1979

City of Eugene
City Hall
Eugene, OR 97401

Attention: Sherman P. Flogstad
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 61

Gentlemen:

Attached for your records is one fully executed copy each of agreements concerning the following:

1) The Elanco Lane-Donovan Drive Section of Norkenzie Drive

2) The Amazon Channel Bridge Section of Acorn Park Street

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreements attached)

November 15, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1979 SOS Fund Allocation
Proposed Safer Off-System Roads Projects

On the Consent Calendar for the November 28 meeting will be a tabulation showing the distribution of fiscal year 1979 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

The President signed into law the Surface Transportation Assistance Act of 1978. The act, among other things, extends the SOSR program for four years, FY 1979, 1980, 1981, 1982. Oregon's projected apportionment for FY 1979 is $3,650,000.

I recommend your approval of the allocation of FY 79, SOSR funds. Also on the Consent Calendar will be ten requests for approval of SOS projects. These projects are summarized as follows:

Group I - Eugene - Springfield Urbanized Area

The City of Eugene is requesting two projects, one is for constructing sidewalks and curbs on Norkenzie Drive over Beltline Road and is estimated to cost $52,800. The other project is for a bridge over Amazon Channel on Acorn Park Street and is estimated to cost $149,500.

Group II - Cities less than 50,000 population

The City of Baker is requesting a bridge over Powder River on Broadway Street at an estimated cost of $111,000.

The request by the City of Boardman is for grading and paving portions of North Main Street and Columbia Ave. and is estimated to cost $92,500.

Group II - Continued

The City of Canyonville is requesting a grading and paving project on the I-5 to Main Street Section on West First Street and is estimated to cost $75,000.

The City of Carlton is requesting a grading, paving and curbing project on S. Yamhill St., W. Washington St., and E. Polk St. and is estimated to cost $50,000.

The request by the City of Coos Bay is for a grading, paving and curbing project on Ingersol Ave.-Kruse Ave. Section on Tenth Street and is estimated to cost $75,000.

The City of Dallas is requesting a grading, paving, curbing and sidewalk project on portions of Uglow St., Brentwood Ave., "A" Street, and Denton Ave. and is estimated to cost $259,800.

The request by the City of Enterprise is for a grading, paving and curbing project on the Alamo Street-Greenwood Street Section of West Second Street and is estimated to cost $96,000.

The City of Tillamook is requesting a paving project on 4th, 5th, 7th and 8th Streets along with a number of connecting streets and is estimated to cost $97,000.

The Federal funds required for these projects is estimated to be $646,400 and the matching by the local government agencies is $412,200.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.

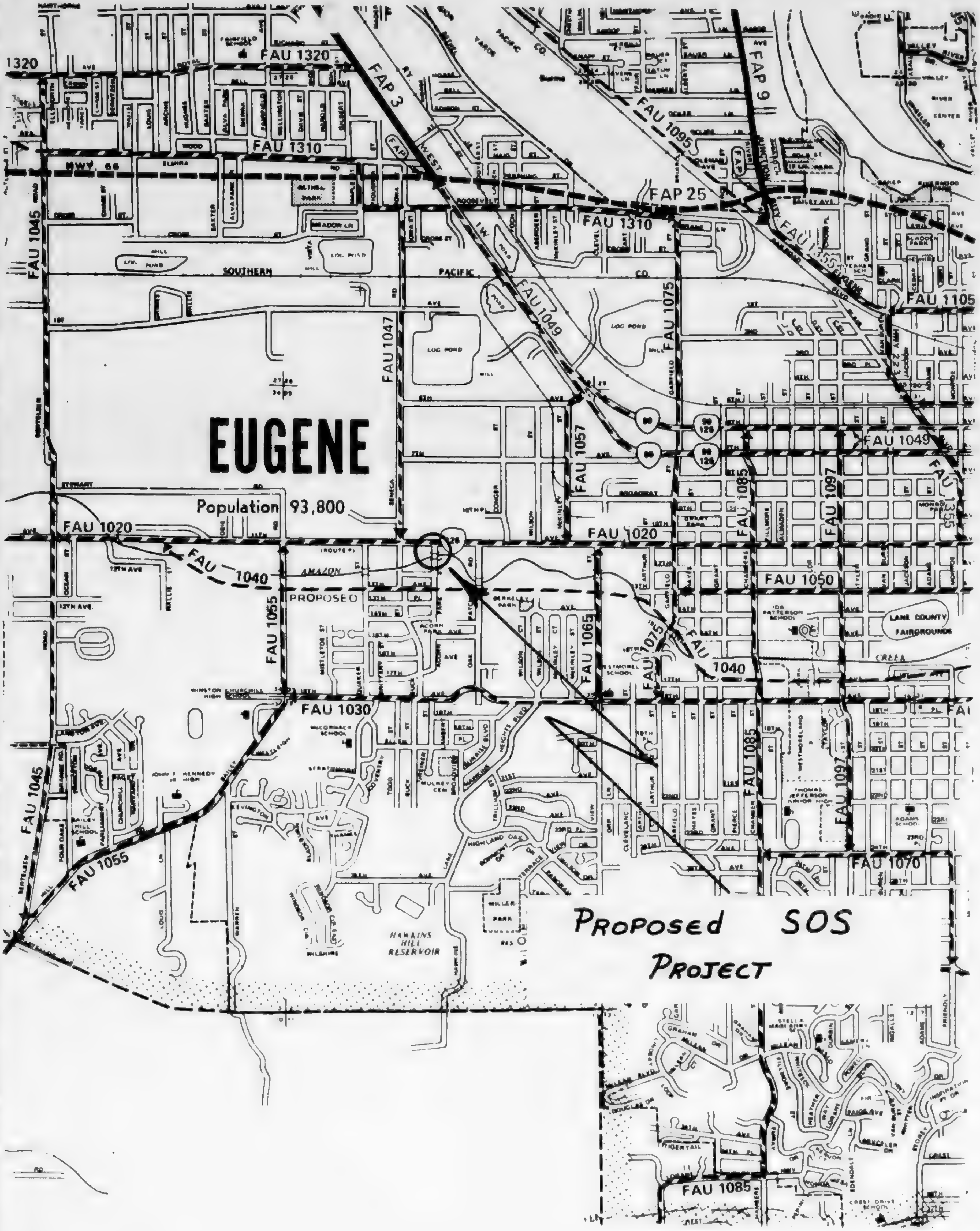
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
Walt Hart D
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz
D. N. Harwell
Gary Potter
George Bell

CITY OF EUGENE
Proposed SOS Project

Amazon Channel (Acorn Park St.) Bridge
Structure and bike path
City of Eugene
$149,500

Construct a reinforced concrete bridge approximately 75 feet long with a roadway 48 feet in width, 6' sidewalks on each side. No additional R/W.

Engineering by City


EUGENE
Population 93,800
FAU 1320
FAU 1310
HWY. 66
FAP 3
FAP 9
FAP 25
FAU 1095
FAU 1355
FAU 1105
FAU 1045
FAU 1047
FAU 1049
FAU 1075
FAU 1057
FAU 1085
FAU 1097
FAU 1020
FAU 1040
FAU 1050
FAU 1055
FAU 1065
FAU 1030
FAU 1070
PROPOSED
SOUTHERN PACIFIC CO.
LANE COUNTY FAIRGROUNDS
HAWKINS HILL RESERVOIR
WINSTON CHURCHILL HIGH SCHOOL
THOMAS JEFFERSON JUNIOR HIGH
Proposed SOS Project

FEDERAL AID PROJECT REQUEST

Date 10/13/78

Applicant Agency City of Eugene

Request for: Off-System X , FAS-C____, FAUS____ Project

Federal Aid Route No.______ Route Name______

Project Name Acorn Park Bridge

Project Length 75' Project Location (Attach sketch map)

Project Description Replace substandard wooden bridge structure.

Average Daily Traffic ± 2000 Design Speed 25-35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 20' Travel Lanes 2 @ 10' Shoulders None

Medians None Parking None

Sidewalks None

Remarks______

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 48' Travel Lanes 2 @ 18' Shoulders N/A

Medians N/A Parking None

Curbed Yes Length Curb Radii N/A

Sidewalk/Bikeway Yes 6' in width each side

Remarks______

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width East 110' West - 250' Minimum 360' Maximum 360'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No______

3. Will additional right-of-way be needed? Yes______ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes______ No______
Remarks______

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

N/A

2. Proposed Signalization:

Location N/A

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location At Acorn Park street crossing of the Amazon Channel in West Eugene.

Type Wooden bridge structure W/A.C. overlay paving/currently has 8 ton weight limit

Approach Roadway Width 20' Shoulder Width None

Length 75' Width 24'

To remain in place? No

2. Proposed Structure:

Location Same

Approximate Size: Length 75' Width 48'

Are sidewalk/bikeways desired: Yes 6' sidewalks desired both side

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Bike path to immediate south of existing structure is to be routed under new structure with provisions for
Remarks at/grade crossing should flooding occur.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes N/A No N/A

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Eugene Public Works, Information Coordinator
   Office
2. Environmental — Eugene Public Works, Planning Division
   Office
3. Public Hearing — Eugene Public Works, Information Coordinator
   Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State Consultant

2. Project construction engineering to be performed by:

Applicant X State ____ Consultant ____

3. Will applicant perform any work prior to or after award of contract?
Yes X No ____
If "yes," describe briefly: Survey, preliminary and final design, cost estimates, contract administration

4. Applicant's estimate of cost for requested project:

Roadway Work		$ 10,000.00
Right-of-way costs (if participating)		-0-
Traffic control		-0-
Illumination		-0-
Structures		120,000.00
Railroad		-0-
Other ____		-0-
Preliminary engineering	@ 15%	19,500.00
	PROJECT TOTAL	$ 149,500.00

Remarks ____

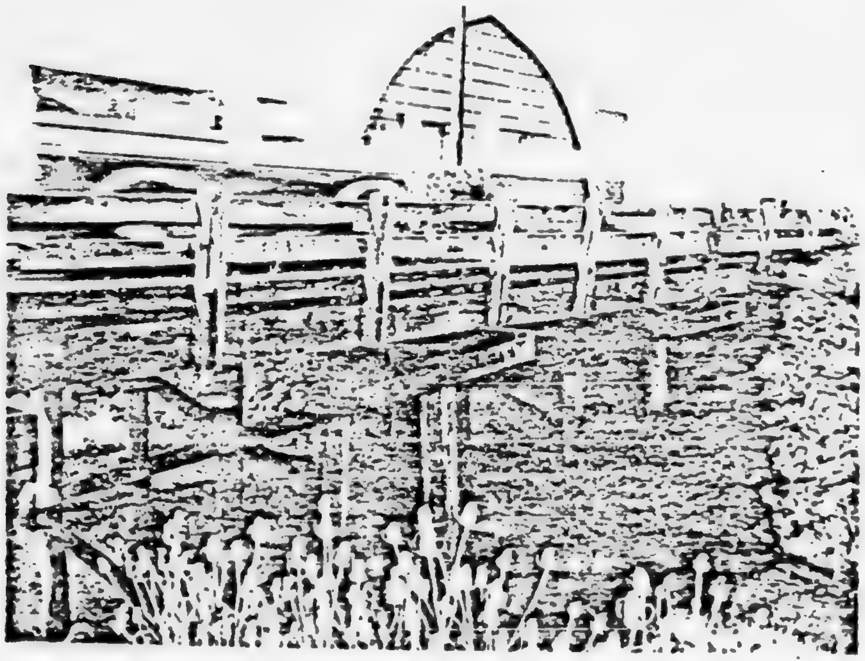
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

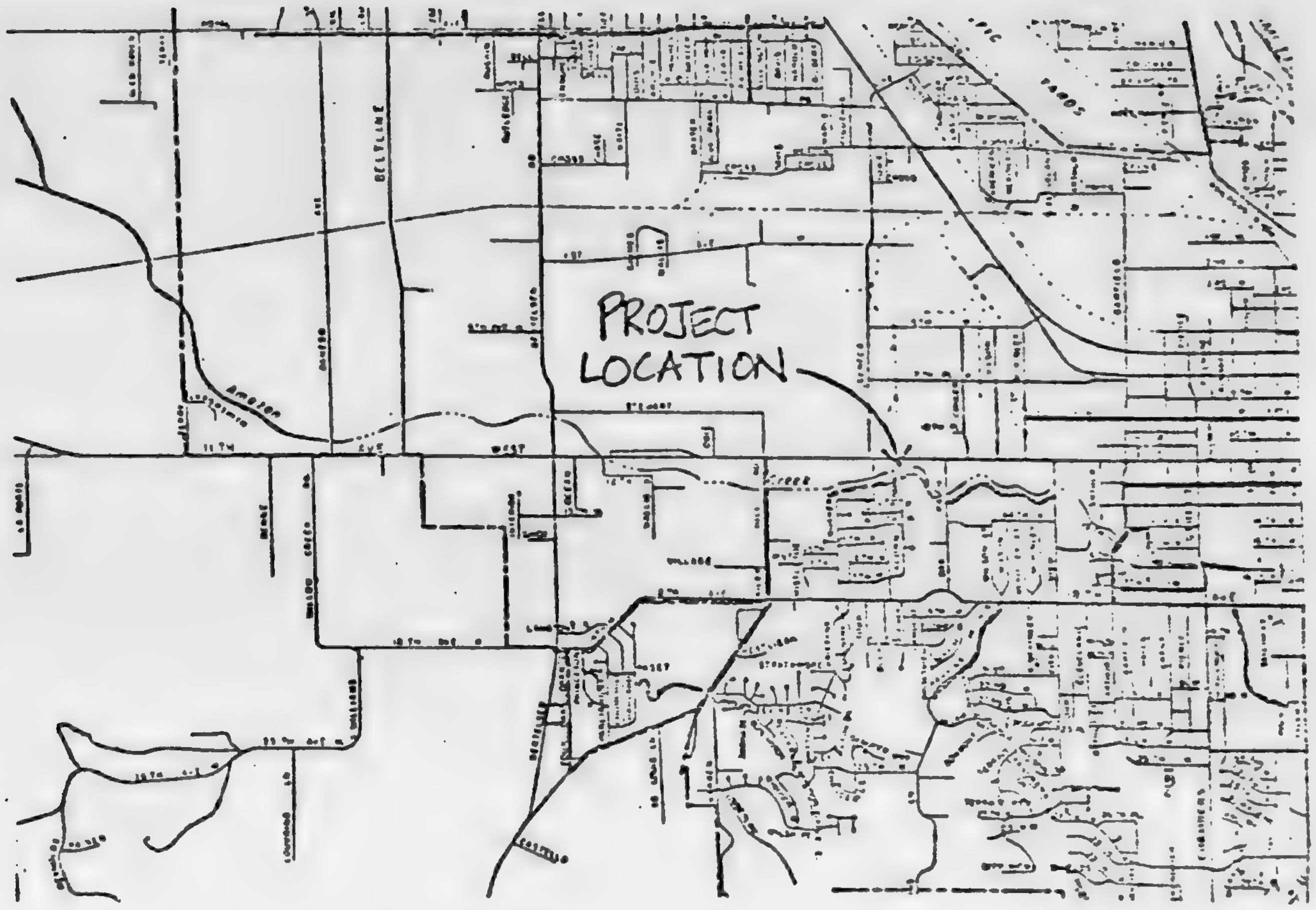
CITY OF Eugene and/or ____ COUNTY

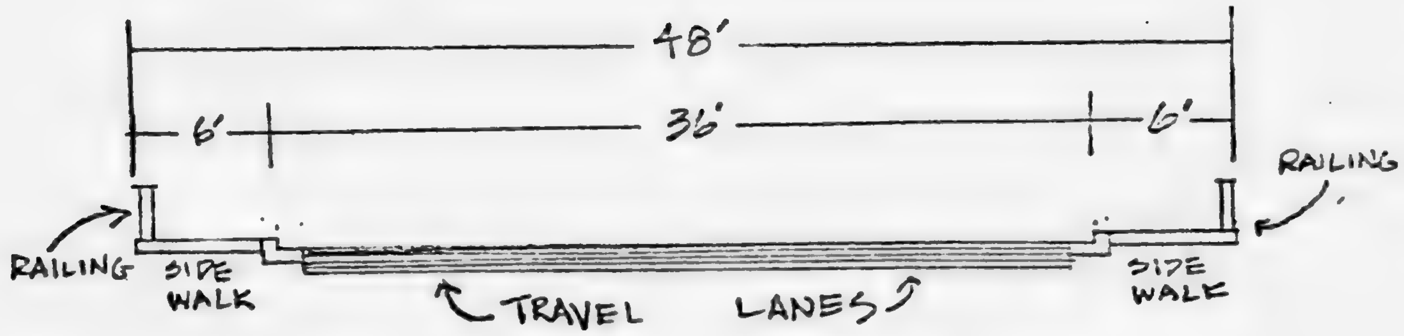
By David Reinhard
By Planning Engineer

By ____
By ____
By ____

(1976)




PROJECT LOCATION


48'
6'
36'
6'
RAILING
RAILING
SIDE WALK
TRAVEL LANES
SIDE WALK

TYPICAL SECTION OF PROPOSED STRUCTURE ROADWAY

15

LCOG Lane Council of Governments
NORTH PLAZA LEVEL PSB / 125 EIGHTH AVENUE EAST / EUGENE, OREGON 97401 / TELEPHONE (503) 687-4283

August 4, 1978

Mr. Robert Burco
Administrator
Department of Transportation
State Highway Building
Salem, OR 97310

Dear Mr. Burco:

At its July 27, 1978 meeting, the Metropolitan Area Transportation Committee adopted the following priorities for the Safer Off-System funds allocated to the Eugene-Springfield metropolitan area:

Project	Jurisdiction	Description	Federal Funds	Total Cost
South 70th-South 71st Street Loop	Springfield	Storm sewer, curbs, widen roadway, paving	$ 52,000	$ 67,000
Norkenzie Overpass at Beltline Road	Eugene	Sidewalk for bridge approaches	$ 46,800	$ 60,000
Acorn Park Road	Eugene	Bridge replacement over Amazon Parkway	$ 93,600	$120,000
		TOTAL:	$192,000	$247,000

All three projects have been included in the Annual Element of the Preliminary Eugene-Springfield area FY79-FY81 Transportation Improvement Program. Eugene and Springfield will apply for use of the funds in the near future.

Sincerely,

Tom Jenkinson

Tom Jenkinson
Executive Director

cc: Larry Rulien
Bill Cranford
Bud Shirley

[illegible]

RECEIVED
[illegible]

1980 NE 33rd Ave. @ NE Broadway 9146
& SE 39th Ave. @ SE Stark St.
(Portland) Secs. (Gr., pav. & sig.)

C&A	6343	1-9-79
C&A	6360	3-28-78
C&A	6359	3-10-78

HIGHWAY DIVISION
INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	146405
DATE	11-19-84
YOUR ORDER NUMBER	
BILLING REQ NUMBER	CA 3530
CODE	P0RTLC0

- CITY OF PORTLAND
- ACCOUNTS PAYABLE
- ROOM 203A, CITY HALL
- 1220 S.W. FIFTH AVENUE

PORTLAND, OR 97204

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			$
326-2558	296	00	000		3,459.96
326-1028	296	00	000		6,083.83
326-2558	295	00	000		(3,459.96)
326-1028	295	00	000		(6,083.83)

PROGRAM SECTION

MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
NOV 28 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

DESCRIPTION	TOTAL PRICE
SE 39TH AVE. AT SE STARK NE 33RD AVE AT BROADWAY IX-9699(2) IX-9823(1) AGREEMENT 6360	
CITY SHARE OF PROJECT (SEE ITEMIZED STATEMENT FOR ITEMIZATION OF COSTS & BREAKDOWN BY PROJECT)	$122,761.47
CREDIT FOR P.E. BY CITY - S.E. 39TH AVE.	(2,351.77)
CREDIT FOR P.E. BY CITY - N.E. 33RD AVE.	(2,313.91)
LESS: R/W ADVANCE DEPOSIT 1-23-79	(6,580.00)
R/W ADVANCE DEPOSIT 1-12-83	(64,250.00)
CONST. ADVANCE DEPOSIT 6-23-80	(36,480.00)
CONST. ADVANCE DEPOSIT 6-18-84	(1,242.00)
INVOICE IS FOR BUREAU OF STREET & STRUCTURAL ENGINEERING	
AMOUNT DUE	$ 9,543.79

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
GARY ZEHNER PH378-6011 FOR CORRECTNESS OF CHARGES
OR ROSALYN WICKHAM PH:378-6232 PREPARER OF INVOICE 110.00 ACCT. FINAL

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: OCTOBER 29, 1984

CITY: PORTLAND AGREEMENT NO: 6360 & 6359 PROJECT NO: IX-9699(2)
IX-9823(1)

CONTRACT NO: 9146 SECTION: SE 39th Ave. at SE Stark St.
NE 33rd Ave. at Broadway St.

PRELIMINARY ENGINEERING:	SE 39th Ave. 326-1933 & 426-1904	NE 33rd Ave. 326-1929 & 426-1906
Title Cost & Recording Fees	$ 150.00	$ 50.00
Project Manager	1,168.71	1,275.94
Final Design	640.70	1,515.68
Bridge Design	---	188.32
Preliminary Design	---	185.28
R/W Descriptions	858.14	1,211.62
Region Geology	112.64	---
Traffic Section	524.30	115.68
Landscape Section	---	50.00
R/W Liaison	243.45	241.13
Region-Utility Liaison	48.00	---
Audit Services	210.16	201.64
Program Section	458.01	346.44
Specifications	655.42	1,264.64
Administrative Services	17.99	44.01
Environmental Section	882.13	2,423.21
Work Performed by City	16,561.79	16,295.11
TOTAL P.E. COSTS	$ 22,531.44	$ 25,408.70
Less Federal Funds	(19,331.98)	(21,800.66)
CITY SHARE P.E. COSTS	$ 3,199.46	$ 3,608.04

RIGHT-OF-WAY:	SE 39th Ave. 326-2556	NE 33rd Ave. 326-2558
Net Cost of Land Purchased	$ 30,597.00	$ 26,763.00
Value of Buildings & Equipment	1,500.00	12,120.00
Value of Trees, Shrubs, Etc.	1,578.00	592.00
Severance & Consequential Damages	---	71,745.00
Appraisals, Witness Fees, Etc.	4,514.85	13,543.11
Title Costs & Recording Fees	268.43	540.06
Taxes	355.40	3.63
Negotiation Expense	2,188.93	3,332.23
Relocation Computation	153.94	99.15
Legal ($39,883.01 NE 33rd Ave. Nonparticipating)	2,486.42	76,567.75
General Property Management	21.49	7.56
Appraisal Review	---	9.29
Relocation Moving Expense-Business	---	2,810.30
Audit Services	342.45	287.00
Program Section	58.85	92.94
R/W Office Expense	1,364.53	1,032.15
TOTAL R/W COSTS	$ 45,430.29	$ 209,545.17
Less Federal Funds	(38,615.75)	(144,211.57)
CITY SHARE R/W COSTS	$ 6,814.54	$ 65,333.60

CONSTRUCTION:	SE 3~~0~~9th Ave.	NE 33rd Ave.
Payment to Contractor ($500.00 33rd-Nonparticipating)	$114,109.89	$120,330.33
Credit for Liquidated Damages	(1,102.50)	(1,147.50)
Interest on Final Payment (Nonparticipating)	43.73	45.52
SFO #1 Permanent Pavement Striping	970.16	1,368.67
SFO #2 Adjust City Water Facilities ($26.24 33rd-Nonparticipating)	1,395.37	228.92
SFO #3 Relocate & Upgrade Luminaire	105.49	---
Construction Engineering ($886.78 & $1,150.06 Nonparticipating)	2,602.35	2,737.86
Work Preformed by City	15,023.36	15,843.47
Traffic Section	40.47	42.11
Audit Services	331.58	345.11
Program Section	94.79	98.68
Salem Materials Testing Lab	811.16	844.37
Portland Materials Testing Lab	371.91	387.19
Technical Services	216.49	225.32
Construction Section	315.89	328.81
TOTAL CONST. COSTS	$135,330.14	$141,678.86
Less Federal Funds	(114,239.69)	(118,963.48)
CITY SHARE CONST. COSTS	$ 21,090.45	$ 22,715.38

SUMMARY:

Total City Share P.E. Costs:	$ 3,199.46 + $ 3,608.04 =	$ 6,807.50
Total City Share R/W Costs:	$ 6,814.54 + $ 65,333.60 =	72,148.14
Total City Share Const. Costs:	$21,090.45 + $ 22,715.38 =	43,805.83
TOTAL CITY SHARE		$122,761.47
Credit for P.E. by City - SE 39th Ave.		(2,351.77)
Credit for P.E. by City - NE 33rd Ave.		(2,313.91)
Less R/W Advance Deposit 1-23-79		(6,580.00)
Less R/W Advance Deposit 1-12-83		(64,250.00)
Less Const. Advance Deposit 6-23-80		(36,480.00)
Less Const. Advance Deposit 6-18-84		(1,242.00)
BALANCE DUE FROM CITY		$ 9,543.79

GEZ:bkb

326-7929 426-1906
31 1028 326-2558

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 1/31/78
TO 8/10/82

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX - 9823(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	
323	$118,543.68	$ 78,660.67	.8500	$ 66,861.57	$ 66,861.57	$0.00	ROW
580	91,000.00	91,000.00	.8500	77,350.00	77,350.00	0.00	ROW
323	16,295.11	16,295.11	.858	13,981.20	13,981.20	0.00	PE
772	6,637.53	6,637.53	.858	5,695.00	5,695.00	0.00	PE
323	2,476.06	2,476.06	.858	2,124.46	2,124.46	0.00	PE
323	141,678.86	139,957.04	.8500	118,963.48	118,963.48	0.00	
	$376,631.24	$335,026.41	0	$284,975.71	$284,975.71	$0.00	

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
7/25/84

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. 33rd St. at Broadway (Portland) Multnomah County					
	Preliminary Engineering					
	Type Code PE					
	City of Portland (823)	All Required			$ 16,295.11	
	State (823)	All Required			2,274.42	
	State (772)	All Required			6,637.53	
	Total Participating Preliminary Engineering				$ 25,207.06	
	Type Code ROWA					
	Right of Way (Sta. 4+54.50 to Sta. 9+36)					
	Rights of Way	All Required			$111,220.00	
	823 33,763.11					
	580 77,456.89					
	Acquisition Expense					
	State	All Required			$ 58,155.41	
	823 44,612.30					
	580 13,543.11					
	Construction					
	Type Code Y008 (all 823)					
	Channelization (33rd at Broadway)					
	Final Contract Payment Summary	Lump Sum			$ 58,961.33	
SF0	#1 Permanent Pavement striping (City of Portland)	All Required			1,368.67	
SF0	#2 Adjust City of Portland Water Bureau Facilities (City of Portland)	All Required			202.68	
	Total Participating Construction Type Code Y008				$ 60,532.68	
	Type Code Y031 (all 823)					
	Traffic Signal (33rd St. at Broadway)					
	Final Contract Payment Summary	Lump Sum			$ 60,869.00	
	Total Participating Construction Cost				$121,401.68	
	Construction Engineering (all 823)					
	State	All Required			$ 3,514.28	
	City of Portland	All Required			15,843.47	
	Liquidated Damages	Lump Sum			(1,147.50)	
	Total Participating Construction Engineering				$ 18,210.25	
	Misc Project Expense					
	Audit Expense (ROW) (823)	All Required			$ 285.26	
	Audit Expense (Const) (823)	All Required			345.11	
	Audit Expense (PE) (823)	All Required			201.64	
	Total Participating Misc Project Cost				$ 832.01	
	Total Participating Project Cost				$335,026.41	
	AMOUNT CARRIED FORWARD					

FORM PR-20B (REV. 5-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT	STATE	
	COUNTY	
	NUMBER	SECTION

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Non Participating Project Cost					
	Acquisition Expense	All Required			$ 39,883.01	
	Final Contract Payment Summary	Lump Sum			500.00	
	Interest on Final Payments	All Required			45.52	
SFO	#2 Adjust City of Portland Water Bureau Facilities (City of Portland)	All Required			26.24	
	Construction Engineering	All Required			1,150.06	
	Total Non Participating Project Cost				$ 41,604.83	
	Total Project Cost				$376,631.24	

Prepared based on Participating cost as shown on the Federal Billing as of 6/28/84.

Participating cost are for ROW actually incorporated in the final project, and all cost have been previously certified by the R.O.W.A. Engineer.

R.O.W.A. plans were approved by FHWA 5/10/80.

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27329-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	AMOUNT CARRIED FORWARD.......					

FORM PR-20B (REV. 5-66)

GPO 907-844

USCOMM-DC 27329-P66

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	326	1922	921	00	P	1				429.24	
	326	1922	923	00	P	1				9.58	
			TOT		P1					15,497.94	
			** JOB TOTALS **					**	**	15,497.94	**
NE 33RD @ BROADWAY	CONT NO	* FA PROJ NOS XI 9823001 100 X10 9823001									STATE
	326	1929	295	00	N	9	Tr. City			2,510.00	
	326	1929	296	00	N	9	" St	53.60CR	53.60CR	10,329.46CR	
	326	1929	298	00	N	9	" Fed	53.60	53.60	7,819.45	
	326	1929	412	00	P	1	Trib Cost & Elec. Fees			50.00	
	326	1929	901	00	P	1	Proj. Man.			~~1,552.75CR~~	*447 25
	326	1929	901	00	P	2				828.69 ✓	
	326	1929	905	00	P	1	Ea. Des.			67.58 ✓	
	326	1929	905	00	P	2				1,448.10 ✓	
	326	1929	906	00	P	1	Br. Des.			188.32 ✓	
	326	1929	907	00	P	1	Pre. Des.			185.28 ✓	
	326	1929	909	00	P	1	[illegible] Spec			[illegible],211.62 ✓	
	326	1929	909	00	P	2				1,000.00 ✓	
	326	1929	911	00	P	1	Tr. Sec			115.68 ✓	
	326	1929	912	00	P	1	Landscape Sec			50.00 ✓	
	326	1929	913	00	P	1	H.W. Hyds.			241.13 ✓	
	326	1929	915	00	P	1	Aud.			201.64 ✓	
	326	1929	920	00	P	1	Prog. Sec			346.44 ✓	
	326	1929	921	00	P	1	Specs.			3,264.64 ✓	
	326	1929	921	00	P	2				1,000.00 ✓	
	326	1929	922	00	P	1	Adm Serv			44.01 ✓	
	326	1929	923	00	P	1	Env. Sec			62.47 ✓	
	326	1929	923	00	P	2				2,360.74 ✓	
			TOT		P1					2,476.06	
			TOT		P2					6,637.53	
			** JOB TOTALS **					**	**	9,113.59	**
MAIN AVE-POWELL BLVD	CONT NO	* FA PROJ NOS M 9822002 100									STATE
	326	1931	296	00	N	9				78,403.80CR	
	326	1931	298	00	N	9				78,403.80	
	326	1931	901	00	P	1				2,894.16	
	326	1931	901	00	N	1				49.21	
	326	1931	903	00	P	1				62,270.74	
	326	1931	905	00	P	1				2,619.79	
	326	1931	909	00	P	1				247.68	
	326	1931	910	00	P	1				3,688.71	
	326	1931	911	00	P	1				12,677.50	
	326	1931	913	00	P	1				2,293.27	
	326	1931	914	00	P	1				20.20	
	326	1931	915	00	P	1				342.06	
	326	1931	920	00	P	1				155.87	
	326	1931	921	00	P	1				2,176.71	

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      JULY 1984        PAGE  807
                                                                                FISCAL          GRAND TOTAL
                                                                             YEAR TO DATE        TO DATE
      DESCRIPTION               PREFIX  FUNCTION SUB F. GR  CURRENT MONTH                         429.24
                                326    1922     921    00 P 1                                        9.58
                                326    1922     923    00 P 1                                   15,497.94
                                                TOT       P1
                                          ** JOB TOTALS **               **               **    15,497.94  **

                                                                                                           STATE
 NE 33RD @ BROADWAY          CONT NO     * FA PROJ NOS XI  9823001 100 X10 9823001               2,510.00
                                326    1929     295    00 N 9                                   10,329.46CR
                                326    1929     296    00 N 9      53.60CR          53.60CR      7,819.4[illegible]
                                326    1929     298    00 N 9  Fed  53.60           53.60           50.00
                                326    1929     412    00 P 1  Title Cert & Esc. Fees         1,552.75CR
                                326    1929     901    00 P 1                                      828.69
                                326    1929     901    00 P 2                                       67.58
                                326    1929     905    00 P 1  Eng. Des                         1,448.10
                                326    1929     905    00 P 2                                      188.32
                                326    1929     906    00 P 1                                      185.28
                                326    1929     907    00 P 1                               [illegible],211.62
                                326    1929     909    00 P 1                               1,[illegible].00
                                326    1929     909    00 P 2                                      115.68
                                326    1929     911    00 P 1  Tr. Fee                              50.00
                                326    1929     912    00 P 1                                      241.13
                                326    1929     913    00 P 1                                      201.64
                                326    1929     915    00 P 1  Audit                               346.44
                                326    1929     920    00 P 1                               [illegible],264.64
                                326    1929     921    00 P 1                               1,[illegible].00
                                326    1929     921    00 P 2                                       44.01
                                326    1929     922    00 P 1  Adm Serv                             62.47
                                326    1929     923    00 P 1                                    2,360.74
                                326    1929     923    00 P 2                                    2,476.06
                                                TOT       P1                                     6,637.53
                                                TOT       P2                                     9,113.59  **
                                          ** JOB TOTALS **               **               **

                                                                                                           STATE
 MAIN AVE-POWELL BLVD        CONT NO     * FA PROJ NOS M   9822002 100                          78,403.80CR
                                326    1931     296    00 N 9                                   78,403.80
                                326    1931     298    00 N 9                                    2,894.16
                                326    1931     901    00 P 1                                       49.21
                                326    1931     901    00 N 1                                   62,270.74
                                326    1931     903    00 P 1                                    2,619.79
                                326    1931     905    00 P 1                                      247.68
                                326    1931     909    00 P 1                                    3,688.71
                                326    1931     910    00 P 1                                   12,677.50
                                326    1931     911    00 P 1                                    2,293.27
                                326    1931     913    00 P 1                                       20.20
                                326    1931     914    00 P 1                                      342.06
                                326    1931     915    00 P 1                                      155.87
                                326    1931     920    00 P 1                                    2,176.71
                                326    1931     921    00 P 1
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                JULY 1984        PAGE  837

                                                                           FISCAL          GRAND TOTAL
        DESCRIPTION                 PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE       TO DATE
                                  424   1909      903     00 P 1                                   34,675.00
                                  424   1909      903     00 P 2                                      419.24
                                                  TOT        P1                                    34,675.00
                                                  TOT        P2                                       419.24
                                                  TOT        N9                                    35,094.24CR
                                                ** JOB TOTALS **            **               **               **

  CROISAN CREEK (GOLF CLUB RD)B CONT NO      * FA PROJ NOS BROS2403002 100                                        STATE
                                  424   1910      598     00 N 9                                   14,212.10CR
                                  424   1910      903     00 P 1                                   14,212.10
                                                  TOT        P1                                    14,212.10
                                                  TOT        N9                                    14,212.10CR
                                                ** JOB TOTALS **            **               **               **

  WILL R-INDEPEND BR           CONT NO      * FA PROJ NOS BHS A560002 100                                          STATE
                                  424   1911      598     00 N 9      8,773.44        8,773.44
                                  424   1911      903     00 P 1      8,773.44CR      8,773.44CR
                                                  TOT        P1       8,773.44CR      8,773.44CR
                                                  TOT        N9       8,773.44        8,773.44
                                                ** JOB TOTALS **            **               **               **

  SE MORRISON-SE BELMONT       CONT NO        FA PROJ NOS XI  0026010 100                                          STATE
                                  426   1901      598     00 N 9                                   15,377.93CR
                                  426   1901      903     00 P 1                                   15,377.93
                                                  TOT        P1                                    15,377.93
                                                  TOT        N9                                    15,377.93CR
                                                ** JOB TOTALS **            **               **               **

  SE 39TH @ STARK ST, PTLD     CONT NO        FA PROJ NOS XI  9699002 100                                          STATE
                                  426   1904      598     00 N 9      3,848.13CR      3,848.13CR       14,210.02CR
                                  426   1904      903     00 P 1                                   14,210.02
                                                  TOT        P1                                    14,210.02
                                                  TOT        N9       3,848.13CR      3,848.13CR       14,210.02CR
                                                ** JOB TOTALS **      3,848.13CR**    3,848.13CR**                **

  NE 33RD @ BROADWAY, PTLD     CONT NO        FA PROJ NOS XI  9823001 100                                          STATE
                                  426   1906      598     00 N 9                                   13,981.20CR
                                  426   1906      903     00 P 1                                   13,981.20
                                                  TOT        P1                                    13,981.20
                                                  TOT        N9                                    13,981.20CR
                                                ** JOB TOTALS **            **               **               **

  BANFIELD TRANSITWAY          CONT NO        FA PROJ NOS XI  0323029 100 X10 0323029                              STATE
                                  426   1912      598     00 N 9                                 1,574,404.11CR
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001
BILLING NUMBER 06

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

08/03/84

PREFIX	GRP FI	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
426-1904	1	XI -9699-002 APPR-823	14,210.02	14,210.02	14,210.02	100.00	14,210.02	14,210.02		
	9			14,210.02-						
426-1904	PREFIX TOTALS		14,210.02		14,210.02		14,210.02	14,210.02		
426-1906	1*	XI -9823-001 APPR-823	13,981.20	13,981.20	13,981.20	100.00	13,981.20	13,981.20		
	9*			13,981.20-						
426-1906	PREFIX TOTALS		13,981.20		13,981.20		13,981.20	13,981.20		
426-1912	1	XI -0323-029 APPR-823	1525,270.00	1525,270.00	1525,270.00	100.00	1525,270.00	1525,270.00		
	2	X10 -0323-029 APPR-772	49,200.00	49,134.11	49,134.11	100.00	49,134.11	49,134.11		
	9			1574,404.11-						
426-1912	PREFIX TOTALS		1574,470.00		1574,404.11		1574,404.11	1574,404.11		
426-1915	1*	SOS -2600-001 APPR-680	4,342.99	4,342.99	4,342.99	100.00	4,342.99	4,342.99		
	9*			4,342.99-						
426-1915	PREFIX TOTALS		4,342.99		4,342.99		4,342.99	4,342.99		
426-1919	1*	SOS -2601-004 APPR-680	7,643.67	7,643.67	7,643.67	100.00	7,643.67	7,643.67		
	9*			7,643.67-						
426-1919	PREFIX TOTALS		7,643.67		7,643.67		7,643.67	7,643.67		
426-1922	1*	SOS -2601-007 APPR-680				100.00				
	9									
426-1922	PREFIX TOTALS									
426-1923	1*	XI -0026-012 APPR-823	29,524.00	29,524.00	29,524.00	100.00	29,524.00	29,524.00		
	2*	X10 -0026-012 APPR-772	4,924.04	4,924.04	4,924.04	100.00	4,924.04	4,924.04		
	9*			34,448.04-						
426-1923	PREFIX TOTALS		34,448.04		34,448.04		34,448.04	34,448.04		
426-1925	1*	XI -9699-003 APPR-823	46,600.00	46,600.00	46,600.00	100.00	46,600.00	46,600.00		
	2	X10 -9699-003 APPR-772	9,924.11	9,924.11	9,924.11	100.00	9,924.11	9,924.11		
	9*			56,524.11-						
426-1925	PREFIX TOTALS		56,524.11		56,524.11		56,524.11	56,524.11		

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                                                                                      4,147.64
                          326   2554    950      00 P 1                                1,260.98
                                        TOT      P1                                  427,094.43
                                        TOT      N1                                      552.60
                                     ** JOB TOTALS **            **            **    427,[illegible]37.03  **

SE 39TH @ STARK, PORTLAND    CONT NO       FA PROJ NOS XI   9699002 100                                  STATE
                          326   2556    296      00 N 9   3,249.98         3,249.98           38,615.75CR
                          326   2556    298      00 N 9   3,249.98CR       3,249.98CR         38,615.75
                          326   2556    401      00 P 1                                       30,597.00
                          326   2556    403      00 P 1                                        1,500.00
                          326   2556    404      00 P 1                                        1,578.00
                          326   2556    407      00 P 1                                        4,514.85
                          326   2556    412      00 P 1                                          268.43
                          326   2556    413      00 P 1                                          355.40
                          326   2556    414      00 P 1                                        2,188.93
                          326   2556    415      00 P 1                                          157.94
                          326   2556    426      00 P 1                                        2,48[illegible].40
                          326   2556    428      00 P 1                                           21.49
                          326   2556    915      00 P 1                                          342.45
                          326   2556    920      00 P 1                                       [illegible]
                          326   2556    930      00 P 1                                        1,364.33
                                        TOT      P1                                           45,430.07
                                     ** JOB TOTALS **                            **           45,430.07  **

N E 33RD @ BROADWAY          CONT NO       FA PROJ NOS XI   9823001 [illegible]                  STATE
                          326   2558    295      00 N 9  Tr. City                             60,920.00
                          326   2558    296      00 N 9            39[illegible]       39.20CR       205,131.57CR
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                          JULY 1984        PAGE 1041
                                                                    FISCAL          GRAND TOTAL
        DESCRIPTION              PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                          326   2558    298      00 N 9  Tr. Fee   39.20          39.20          144,211.57
                          326   2558    401      00 P 1                                        26,763.00
                          326   2558    403      00 P 1                                         6,408.11
                          326   2558    403      00 P 2                                         5,711.89
                          326   2558    404      00 P 1                                           592.00
                          326   2558    405      00 P 2                                        71,745.00
                          326   2558    407      00 P 2                                        13,543.11
                          326   2558    412      00 P 1                                           540.06
                          326   2558    413      00 P 1                                             3.63
                          326   2558    414      00 P 1                                         3,332.23
                          326   2558    415      00 P 1                                            99.15
                          326   2558    426      00 P 1                                        36,684.74
                          326   2558    426      00 N 1                                        39,883.01
                          326   2558    428      00 P 1                                             7.56
                          326   2558    430      00 P 1                                             9.29
                          326   2558    713      00 P 1                                         2,810.30
                          326   2558    915      00 P 1                                           287.00
                          326   2558    920      00 P 1                                            92.94
                          326   2558    930      00 P 1                                         1,032.15
                                        TOT      P1                                            78,662.16
                                        TOT      P2                                            91,000.00
                                        TOT      N1                                            39,883.01
                                     ** JOB TOTALS **            **             **            209,545.17  **

MAIN AVE-POWEL BLV SE BRNSDE  CONT NO    * FA PROJ NOS M   9822004 100                                STATE
                          326   2559    296      00 N 9                                         9,200.56CR
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801
BILLING NUMBER 05

OREGON STATE HIGHWAY DEPARTMENT
WA BILLING VOUCHER

08/09/84

PREFIX	GRP	FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
315-2519	1X	M	-3920-002 APPR-W32	11,700.62	13,719.65	13,637.09	86.80	11,700.62	11,700.62		
315-2523	1	M	-3920-004 APPR-W32	142,800.00	142,011.83	140,721.99	88.15	124,096.43	124,096.43		
315-2524	1X	RS	-A368-002 APPR-075	31,964.96	36,249.67	36,249.67	88.18	31,964.96	31,964.96		
315-2525	1	M	-2421-002 APPR-W32	171,951.00	195,130.69	195,130.69	88.18	172,066.24	171,951.00	115.24 B	
317-2516	1	M	-3650-002 APPR-W32	79,362.00	92,412.35	92,264.46	88.18	81,358.80	79,362.00	1,996.80 B	
320-2528	1	M	-1140-002 APPR-W32	88,180.00	100,645.90	100,089.93	88.18	88,259.30	88,180.00	79.30 B	
320-2529	1	M	-1308-001 APPR-W32	672,282.00	1,333.97	1,333.97	88.18	1,176.29	1,176.29		
322-2513	1X	M	-2955-002 APPR-W32	22,081.86	26,970.34	26,994.94	81.80	22,081.86	22,081.86		
324-2521	1	M	-5262-002 APPR-W32	10,578.00	8,087.67	8,087.67	86.77	6,936.79	6,936.79		
324-2529	1	X10	-1525-002 APPR-772	1192,125.00	1451,371.37	1407,193.16	85.00	1196,114.19	1192,125.00	3,989.19 B	
	2	XIGO	-1525-002 APPR-580	17,850.00	3,918.22	3,918.22	85.00	3,330.49	3,330.49		
324-2529	PREFIX TOTALS			1209,975.00	1455,289.59	1411,111.38		1199,444.68	1195,455.49	3,989.19	
324-2531	1	M	-16[illegible] APP[illegible]	89,912.00	88,351.82	93,868.89	88.15	82,745.43	82,745.43		
324-2532	1X	SOS	-[illegible] [illegible]	21,775.93	25,388.65	25,388.65	85.77	21,775.85	21,775.93	08-D	
324-2533	1	BRCS	-2[illegible] APPR-[illegible]1	500.00	172.56	172.56	80.00	138.05	138.05		
324-2534	1	X10	-1725-00[illegible] APPR-580	[illegible]20.00	260,423.06	260,459.21	85.00	221,390.33	221,390.33		
324-2535	1	X10	-1635-[illegible] APPR-580	[illegible],610.00	5,098.85	5,826.04	85.00	4,952.13	4,952.13		
324-2537	1	HES	-1680-002 APPR-141	4,950.00	1,524.06	1,524.05	90.00	1,371.65	1,371.65		
324-2538	1	X10	-1685-004 APPR-580	499,258.00	124,481.97	144,182.18	85.00	122,554.85	122,554.85		
	2	X10	-1685-004 APPR-178	380,492.00			85.00				
324-2538	PREFIX TOTALS			879,750.00	124,481.97	144,182.18		122,554.85	122,554.85		
326-2554	1	M	-9793-002 APPR-W36	407,406.00	427,637.03	427,084.43	85.77	366,310.32	366,310.32		
326-2556	1	XI	-9699-002 APPR-823	41,900.98	45,430.07	45,430.07	85.00	38,615.56	38,615.56		
326-2558	1X	XI	-9823-001 APPR-823	66,861.57	118,545.17	78,660.67	85.00	66,861.57	66,861.57		
	2	X10	-9823-001 APPR-580	77,350.00	91,000.00	91,000.00	85.00	77,350.00	77,350.00		
326-2558	PREFIX TOTALS			144,211.57	209,545.17	169,660.67		144,211.57	144,211.57		

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
		TOT		N1			293.37		
		** JOB TOTALS **				**	** 152,423.09 **		
NE 33RD@BRWY	CONT NO 9146 * FA PROJ NOS XI 9823001 51 XI 9699002 49							STATE	
	326	1028 201	00	P 1	Pay Cont		119,830.33	81	84
	326	1028 201	00	P 2	" "		114,109.89	81	81
	326	1028 201	00	N 1	" "		500.00	81	81
	326	1028 203	00	P 1	Cr. Liquid. Dam.		1,147.50CR	81	84
	326	1028 203	00	P 2			1,102.50CR	84	84
	326	1028 206	00	N 1	Interest		45.52	81	81
	326	1028 206	00	N 2	"		43.73	81	81
	326	~~1028 208~~	~~00~~	~~N 1~~	~~Ded. Retain Adm~~		15.66CR	81	81
	326	~~1028 208~~	~~00~~	~~N 2~~			16.00CR	81	81
	326	1028 270	01	P 1	SFO#1		1,368.67	81	84
	326	1028 270	01	P 2	"		970.16	84	84
	326	1028 270	03	P 2	SEC#2		105.49	81	81
	326	1028 285	02	P 1	[illegible]		202.68	81	84
	326	1028 285	02	P 2	"		1,395.37	84	84
	326	1028 285	02	N 1	"		26.24	84	84
	326	1028 295	00	N 9	[illegible]		36,480.00	80	83
	326	1028 296	00	N 9	[illegible]	1,716.37	269,683.17CR	80	84
	326	1028 298	00	N 9	[illegible]	1,716.37CR	233,203.17	80	84
	326	1028 900	00	P 1	Const. Engr.	345.11	1,483.48	80	84
	326	1028 900	00	P 2	"		1,661.07	80	84
	326	1028 900	00	N 1		345.11CR	1,150.06	84	84
	326	1028 900	00	N 2	"		886.78	84	84
	326	1028 903	00	P 1	Work [illegible]		15,843.47	81	84
	326	1028 903	00	P 2			15,023.36	84	84
	326	1028 911	00	P 1	Tr. Sec.		42.11	81	81
	326	1028 911	00	P 2	"		40.47	81	81
	326	1028 915	00	P 1	Audit		345.11	81	82
	326	1028 915	00	P 2	"		331.58	81	82
	326	1028 920	00	P 1	[illegible] Sec.		98.68	80	82
	326	1028 920	00	P 2	"		94.79	80	82
	326	~~1028 928~~	~~00~~	~~N 1~~	~~[illegible]~~		16.66	80	84
	326	~~1028 928~~	~~00~~	~~N 2~~			16.00	84	84
	326	1028 940	00	P 1	[illegible]		844.37	81	81
	326	1028 940	00	P 2	"		811.16	81	81
	326	1028 941	00	P 1	[illegible]		387.19	81	82
	326	1028 941	00	P 2	"		321.91	81	82
	326	1028 944	00	P 1	[illegible]		225.32	81	84
	326	1028 944	00	P 2			216.49	81	84
	326	1028 945	00	P 1	[illegible]		328.81	81	82
	326	1028 945	00	P 2			315.89	81	82
	326	1028 948	00	P 1	[illegible] Engr.		104.32	81	84
	326	1028 948	00	P 2	"		54.50	81	84
		TOT		P1		345.11	139,957.04		
		TOT		P2			134,399.63		
		TOT		N1		345.11CR	1,721.82		
		TOT		N2			930.51		
		** JOB TOTALS **				**	** 277,009.00 **		
SANDY BLVD @ 50TH&70TH AV	CONT NO 9154 * FA PROJ NOS XI 9326004 100							STATE	
	326	1029 201	00	P 1			45,737.00	81	81
	326	1029 206	00	N 1			22.33	81	81
	326	1029 295	00	N 9			9,158.91	82	83
	326	1029 296	00	N 9			53,883.24CR	80	83
	326	1029 298	00	N 9			44,724.33	80	83
	326	1029 900	00	P 1			5,249.42	80	83
	326	1029 900	00	N 1			1,244.05	81	83

B01
BILLING NUMBER 05

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

08/09/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
324-1990	1	M -5241-001 APPR-W32	12,472.00	13,270.18	13,847.16	88.18	12,210.42	12,210.42		
324-1991	1	M -7000-033 APPR-W32	2,145.00	1,189.04	1,189.04	88.18	1,048.50	1,048.50		
324-1996	1	M -1720-001 APPR-W32	80,476.00	125,738.88	124,096.40	85.80	106,474.71	80,476.00	25,998.71 B	
324-1997	18	BROS-2403-002 APPR-117	3,007.35	3,759.19	3,759.19	80.00	3,007.35	3,007.35		
324-1999	1	XT -1685-003 APPR-823	55,250.00	66,601.68	66,448.12	85.00	56,480.90	55,250.00	1,230.90 B	
	2	XIC -1685-003 APPR-580	50,490.00	58,045.20	58,045.20	85.00	49,338.42	49,338.42		
324-1999		PREFIX TOTALS	105,740.00	124,646.88	124,493.32		106,819.32	104,588.42	1,230.90	
325-1954	18	OS -2501-001 APPR-627		20.75						
325-1973	18	BROS-2503-001 APPR-117	15,862.80	19,933.58	19,828.50	80.00	15,862.80	15,862.80		
326-1901	18	XI -9867-001 APPR-823	245,918.98	288,710.52	286,618.86	85.80	245,918.98	245,918.98		
	28	XIO -9867-001 APPR-580	32,640.00	38,041.96	38,041.96	85.80	32,640.00	32,640.00		
326-1901		PREFIX TOTALS	278,558.98	326,752.48	324,660.82		278,558.98	278,558.98		
326-1902	18	XI -9699-001 APPR-823	7,701.43	9,027.39	8,976.03	85.80	7,701.43	7,701.43		
326-1905	1	RRO -000S-102 APPR-685	6,721.57	7,468.41	7,468.41	90.00	6,721.57	6,721.57		
	2	RRP -000S-102 APPR-139	900.00			90.00				
326-1905		PREFIX TOTALS	7,621.57	7,468.41	7,468.41		6,721.57	6,721.57		
326-1921	18	M -000C-003 APPR-W36	6,668.46	7,397.68	7,772.10	85.80	6,668.46	6,668.46		
326-1922	18	M -000C-002 APPR-W36	13,297.23	15,497.94	15,497.94	85.80	13,297.23	13,297.23		
326-1929	18	XI -9823-001 APPR-823	2,124.46	2,476.06	2,476.06	85.80	2,124.46	2,124.46		
	2	XIO -9823-001 APPR-772	5,695.00	6,637.53	6,637.53	85.80	5,695.00	5,695.00		
326-1929		PREFIX TOTALS	7,819.46	9,113.59	9,113.59		7,819.46	7,819.46		
326-1931	18	M -9822-002 APPR-W36	78,403.80	91,428.93	91,379.72	85.80	78,403.80	78,403.80		
326-1932	18	M -000C-004 APPR-W36	2,610.20	3,042.19	3,042.19	85.80	2,610.20	2,610.20		
326-1933	1	XI -9699-002 APPR-823	5,400.00	5,969.65	5,969.65	85.80	5,121.96	5,121.96		
326-1935	18	M -9704-002 APPR-W36	66,746.43	74,303.44	77,793.04	85.80	66,746.43	66,746.43		
326-1938	1	SOS -2602-002 APPR-680	3,861.00	8,139.42	8,139.42	85.80	6,983.62	3,861.00	3,122.62 B	

7746

December 15, 1982

Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural
  Engineering
Room 802, 1120 S.W. Fifth Avenue
Portland, Oregon 97204-1971

Dear Mr. Schmidt:

The R/W costs have increased on the 39th Avenue at Stark Street and 33rd Avenue at Broadway since our initial request for City's advance deposit. We are requesting the City's share of the increase at this time.

Financial sharing of the R/W cost is now estimated to be:

39th at Stark:	
Total Estimated R/W Cost	$ 49,220
Less Federal Funds	41,820
City Share	$ 7,400
Less Previous Deposit (1-25-79)	3,570
City Balance Due	$ 3,830
33rd at Broadway:	
Total Estimated R/W Cost	$190,056
Less Non-Participating Attorney Fees	33,083
Total Federal Participating Cost	$156,973
Less Federal Funds	133,426
City Share Federal Participation	$ 23,547
Plus Non-Participation	33,083
City Share R/W Cost	$ [illegible]
Less Previous Deposit ([illegible])	[illegible]
City Balance Due	$ [illegible]

Total Amount Due: [illegible]

Please submit your deposit of [illegible] in accordance with one of the three options for payment described on the attached sheet.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

DES:bt
Attachment
cc [illegible]: Tom Rose, [illegible]
Steve Green, [illegible] R/W
[illegible] - Please return completed [illegible]
when deposit is received.

1-12-83
[illegible]

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	8-234
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

August 18, [illegible]

State: Oregon
County: Multnomah
Project Number: IX-9823(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 5, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 237,563	$328,563
	5,695 772	77,350 580
Federal funds	$ 196,403 823	$ 5,695 772
		196,403 823
Other revisions		

This modification is made for the following reasons: to include increase in right-of-way costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of August, 19[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 23, 1982

Federal-Aid Project
No. IX-9823(1)

N.E. 33rd St. @ Broadway (Portland)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 29,500.00

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$124,795.00
	Subtotal	$124,795.00
	Acquisition Expense	31,205.00
	Total	$156,000.00

Type Code Y008
Channelization (33rd @ Broadway)

Total the same as previous estimate of December 18, 1981 $ 73,064.00

Type Code Y031
Traffic Signal (33rd St. @ Broadway)

Total the same as previous estimate of December 18, 1981 $ 69,999.00

Length of Project ------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	City Funds
Preliminary Engineering	823	$ 22,800.00	$ 19,550.00	$ 3,250.00
Preliminary Engineering	772	6,700.00	5,695.00	1,005.00
Right-of-Way	823	65,000.00	55,250.00	9,750.00
Right-of-Way	580	91,000.00	77,350.00	13,650.00
Channelization	823	73,064.00	62,104.00	10,960.00
Traffic Signal	823	69,999.00	59,499.00	10,500.00
TOTAL		$328,563.00	$279,448.00	$ 49,115.00

Group 1 51%
Contract No. 9146
Prefix: 326-1929
426-1909
326-2558
326-1028

9146

STATE COPY E.

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER 1-3	
PROJECT REPORT NUMBER	
MODIFICATION NUMBER 3	

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12/31/81

te
Oregon

County
Multnomah

Project Number
IX-9823(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 8, 19 78,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 206,025.00	$ 237,563.00 5,695.00 (772)
Federal funds	$ 175,290.00	$ 196,403.00 (823)
Other revisions		

This modification is made for the following reasons: To include approved increase in P.E. costs, increase in final right of way settlements and increase in bid item quantities and additional items of work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of December, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 18, 1981

Federal Aid Project
No. IX-9823(1)

N.E. 33rd St. @ Broadway (Portland)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$29,500.00

Type Code ROW

Rights of Way	All Required	$40,350.00
	SUBTOTAL	$40,350.00
	Acquisition Expense	24,650.00
	TOTAL	$65,000.00

Type Code Y008
Channelization (33rd at Broadway)

Subtotal of previous estimate of May 2, 1980	$55,106.70

Previous Estimate

Flagman	100 hr.	21.50	$ 2,150.00
General Excavation	320 Cu. Yd.	20.20	6,464.00
Class "C" Asphalt	100 Ton	52.50	5,250.00
			$13,864.00

Revised Estimate

Flagman	213 Hr.	21.50	4,579.50
General Excavation	369.1 Cu. Yd.	20.20	7,455.82
Class "C" Asphalt	123.87 Ton	52.50	6,503.18
Canopy Cutback (P.A. #5)		All Required	1,281.07
Backfill Excav. (P.A. #6)		All Required	122.38
Remove & Salvage Light Pole (P.A. #7)		All Required	500.00
Excess Conc. Removal (P.A. #8)		All Required	225.00
Adjust City of Portland Water Facility (S.F.O. #2)			1,624.29
			$22,291.24
		Increase	$ 8,427.24
		Subtotal	63,533.94
		Engineering	9,530.06
		TOTAL	$73,064.00

Type Code Y031
Traffic Signal (33rd St. @ Broadway)

Subtotal of previous estimate of May 2, 1980	$60,869.00
SUBTOTAL	$60,869.00
Engineering	8,030.00
Engineering (Sig. Contr. Testing)	1,100.00
	$69,999.00

Length of Project ------------- 0.00 mile

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	City Funds
Preliminary Engineering	823	$ 22,800.00	$ 19,550.00	$ 3,250.00
Preliminary Engineering	772	6,700.00	5,695.00	1,005.00
Right of Way	823	65,000.00	55,250.00	9,750.00
Channelization	823	73,064.00	62,104.00	10,960.00
Traffic Signal	823	69,999.00	59,499.00	10,500.00
TOTAL		$237,563.00	$202,098.00	$35,465.00

Group 1 51%
Contract No. 9146
Prefix: 326-1929
426-1906
325-2558
326-1028

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 9-54
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-28-80

Form Approved; O M B No. 04-R2089
State Oregon
County Multnomah
Project Number IX-9823(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 8, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 22,800.00	$ 206,025.00
Federal funds	$ 19,550.00	$ 175,290.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of August, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

XBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon, May 2, 1980

Federal Aid Project
No. IX-0823(1)

N.E. 33rd St. at Broadway (Portland)
Multnomah County

Revised Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 22,800.00
Type Code R/W Rightway	All Required		$ 24,000.00
Type Code Y003 Channelization (33rd. at Broadway)			
Mobilization	All Required (50%)		$ 1,837.50
Temporary Protection and Direction of Traffic	All Required (40%)		938.40
Temporary Signs	164 Sq.Ft.	$15.30	2,509.20
Temporary Barricades	7 Each	29.50	206.00
Temporary Plastic Safety Markers	17 Each	50.00	850.00
Flagmen	100 Hour	21.50	2,150.00
Removal of Structures and Obstructions	All Required (50%)		1,022.00
General Excavation	320 Cu.Yd.	20.20	6,464.00
Class "B" Asphalt Concrete	190 Ton	42.50	8,075.00
Class "C" Asphalt Concrete	100 Ton	52.50	5,250.00
8-inch Sewer Pipe	156 Lin.Ft.	23.60	3,681.60
Extra for Pipe Under Pavement	140 Lin.Ft.	7.00	980.00
Concrete Inlets, Type Standard	6 Each	293.75	1,762.50
Concrete Walks	390 Sq.Yd.	14.70	5,733.00
Concrete Curbs	620 Lin.Ft.	5.25	3,255.00
Concrete Driveways	435 Sq.Yd.	21.00	9,135.00
	Total		$ 53,856.70
Anticipated Items Permanent Pavement Striping	All Required (50%)		$ 1,250.00
	Subtotal		$ 55,106.70
	Engineering		7,439.30
	Total		$ 62,546.00

Oregon State Highway Division
Salem, Oregon, May 2, 1980

Federal Aid Project
No. IX-0823(1)

Type Code Y031
Traffic Signal (33rd. St. at Broadway)

Traffic Signal Installation, Complete	All Required (50%)	$ 60,869.00
	Subtotal	$ 60,869.00
	Engineering	7,117.00
	Engineering (Sig. Contr. Testing)	1,100.00
	Total	$ 69,086.00

Length of Project.......................... 0.00 Mile

Work Retained in Program Status

Fire Hydrant Relocation	All Required	$ 750.00
2 Water Meter Relocations	All Required	750.00
Adjust Traffic Signals	All Required	1,000.00

SUMMARY FUNDS

DESCRIPTION	PRO RATA	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Preliminary Engineering	85.8%	$ 22,800.00	$ 19,550.00	$ 3,250.00
Right of Way	85.0%	24,225.00	20,590.00	3,635.00
Channelization	85.0%	62,546.00	53,164.00	9,382.00
Traffic Signal	85.0%	69,086.00	58,723.00	10,363.00
Subtotal		178,657.00	152,027.00	26,630.00
Reserve	85.00%	27,368.00	23,263.00	$ 4,105.00
Total		$206,025.00	$175,290.00	$ 30,735.00

Group 1 51%
Contract No.
Prefix 326-1929
Prefix 326-2558
Prefix ~~326-28~~
326-1028

STATE COP

p

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 6-176
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-16-79

Form Approved; O M B No. 04-R2089
State Oregon
County Multnomah
Project Number IX-9823(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 8, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,000.00	$ 22,800.00
Federal funds	$ 12,000.00	$ 19,560.00
Other revisions		

This modification is made for the following reasons:

To include additional authorized funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of June, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon June 19, 1979

Federal Aid Project
No. 1X-9823(1)

N.E. 33rd @ Broadway (Portland) Section
City Street in Multnomah County

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 22,800.00
	Total	$ 22,800.00

Length of Project . . . . . 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 22,800.00	$ 19,560.00	$ 3,240.00
Retain in P.S.&E. Status	24,000.00	20,590.00	3,410.00
Retain in Program Channelization & Signals	161,000.00	138,100.00	22,900.00
TOTAL	$207,800.00	$178,250.00	$29,550.00

Group 1 - 100%
Prefix 326-1929

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-58	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-18	to Oregon County Multnomah Project No. IX-9823(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. 33rd & Broadway (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-31-78	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata [illegible]

ESTIMATED TOTAL COST OF PROJECT $ 14,000	FEDERAL FUNDS $ 1[illegible]

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Technical Services Engineer
(Title)

By ______

State Highway Engineer
(Title)

By ______

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

for: R. L. Gray

Date executed by Division Administrator ______

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 1, 1978

Federal Aid Project
No. IX-9823(1)

N.E. 33rd @ Broadway (Portland) Section
City Street in Multnomah County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 14,000.00
	Total	$ 14,000.00

Length of Project - - - - - - - 0.0 miles

Summary of Funds

Description	Total Cost	Federal Funds	City Funds
P.E.	$14,000.00	$ 12,000.00	$ 2,000.00
Retain in Program			
ROW	50,000.00	42,900.00	7,100.00
Channelization & Signals (contract)	161,000.00	138,100.00	22,900.00
Total	$225,000.00	$193,000.00	$32,000.00

Prefix 326-1929 P.E.
Group 1-100%

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST. ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9823(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80103

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-3-82	8. FEDERAL ROUTE NUMBER FAU 9823	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
N. E. 33rd at Broadway (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Correction of PR-1240 dated 8/3/82

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Correction

13. REMARKS

My PR 1240 dated 8-3-82 approving revised Right-of-Way costs is corrected to read "to a TEC of $156,000 - Federal funds $132,600."

RECEIVED
STATE HWY ENGR
AUG 16 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE 8-11-82	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OSHD: H. S. Coulter

U.S. ARTMENT OF TRANSPORTATION
F. RAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 8/6/82	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9699(2) IX-9823(1)
COMPLETION DATE 2/25/81	ACCEPTANCE DATE BY CONTRACT AGENCY 8/6/81	TIME ELAPSED 107 %	CONTRACT TIME 220
APPROVED EXTENSIONS one (1) day	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
AUG 11 '82
REFER TO Kenny
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. 39th AVENUE @ NE. BROADWAY (PORTLAND) SECTION
IX-9699(2) Signals, Grade and Pave
and
NE. 33rd AVENUE @ NE. BROADWAY (PORTLAND) SECTION
IX-9823(1) Signals, Grade and Pave

8-11-82

The project consisted of the installation of left-turn refuge lanes on SE. 39th Avenue at Stark Street, the remodeling of the traffic signal, including the installation of left-turn phases.

NOTED
W. E. SCHWARTZ

The project also provided for southbound and northbound left-turn refuges on NE. 33rd at NE. Broadway. Roadway approaches were widened and traffic signals remodeled providing for left-turn phases. The project was completed 16 days over the contract time limit of 220 calendar days. A one-day time extension was granted and an additional request for 15 days was refused by the State. There was an estimated 2% overrun in cost.

The project appears to have been constructed in accordance with the contract provisions and acceptance is recommended.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 8-1-82	TITLE Field Operations Engineer	DATE 8-10-82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR. ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9823(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80103

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/3/82

8. FEDERAL ROUTE NUMBER FAU 9823

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NE 33rd at Broadway (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 7/23/82 I approve the revised Right of Way Costs to a TEC of $1,560,000 Federal Funds $1,326,000.

(Increase TEC $91,000 Federal Funds $77,350 Appn Code 580)

RECEIVED
STATE HWY ENGR
AUG 11 '82
REFER TO Moehring
FOR
Info Inves R/D O K

14. DATE 8/3/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

July 23, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Project No. IX-9823(1)
N.E. 33rd @ Broadway (Portland) Sec.
Multnomah County

I request approval of a program change to reflect an increase in the estimated total cost and federal funds for the right-of-way phase on the subject project based on final settlements.

Approval of this request will require a revision in financing as follows:

Work	Appn Code	TC	FF	%
P.E.	823	$ 22,800.00	$ 19,550.00	85.8
P.E.	772	6,700.00	5,695.00	85.8
Channelization	823	73,064.00	62,104.00	85.0
Traffic Signal	823	69,999.00	59,499.00	85.0
Right-of-Way	823	65,000.00	55,250.00	85.0
R/W Increase	580	91,000.00	77,350.00	85.0
		$328,563.00	$279,448.00	

Enclosed are copies of a revised project agreement estimate and modification of project agreement which reflects the change requested above.

CL:bkc
Enc.

cc: E. Mershon
G. Zehner
General Files

Form 734 3122

Oregon State Highway Division
Salem, Oregon July 23, 1982

Federal-Aid Project
No. IX-9823(1)

N.E. 33rd St. @ Broadway (Portland)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 29,500.00

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$124,795.00
	Subtotal	$124,795.00
	Acquisition Expense	31,205.00
	Total	$156,000.00

Type Code Y008
Channelization (33rd @ Broadway)

Total the same as previous estimate of December 18, 1981 $ 73,064.00

Type Code Y031
Traffic Signal (33rd St. @ Broadway)

Total the same as previous estimate of December 18, 1981 $ 69,999.00

Length of Project ------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	City Funds
Preliminary Engineering	823	$ 22,800.00	$ 19,550.00	$ 3,250.00
Preliminary Engineering	772	6,700.00	5,695.00	1,005.00
Right-of-Way	823	65,000.00	55,250.00	9,750.00
Right-of-Way	580	91,000.00	77,350.00	13,650.00
Channelization	823	73,064.00	62,104.00	10,960.00
Traffic Signal	823	69,999.00	59,499.00	10,500.00
TOTAL		$328,563.00	$279,448.00	$ 49,115.00

Group 1 51%
Contract No. 9146
Prefix: 326-1929
426-1909
326-2558
326-1028

1-16

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 1-16	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER		Project Number IX-9699(2)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 9, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 196,390.00	$ 208,258.00
Federal funds	$ 167,005.00	$ 177,092.98
Other revisions		

This modification is made for the following reasons: To include increase in ROW costs and utilize balance of $10,087.98 in Interstate Substitution Funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of January, 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

~~By~~ XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon January 9, 1981

Federal Aid Project
No. IX-9699(2)

S.E. 39th St. at Stark St. (Portland)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering	All Required	$ 18,500.00

Type Code R/W

Right of Way	All Required	32,175.00
	SUBTOTAL	$ 32,175.00
	Acquisition Expense	8,753.00
	TOTAL	$ 40,928.00

Type Code Y008
Channelization (39th at Stark)

Mobilization	50 %	All Required	$ 1,837.50
Temporary Protection and Direction of Traffic	60 %	All Required	1,407.80
Temporary Signs	138 Sq. Ft.	15.30	2,111.40
Temporary Barricades	11 Each	29.50	324.50
Temporary Plastic Safety Markers	23 Each	50.00	1,150.00
Flagmen	140 Hour	21.50	3,010.00
Removal of Structures and Obstructions	40 %	All Required	686.00
General Excavation	295 Cu. Yd.	20.20	5,959.00
Class "B" Asphalt Concrete	190 Ton	42.50	8,075.00
Class "C" Asphalt Concrete	100 Ton	52.50	5,250.00
8-inch Sewer Pipe	156 Lin. Ft.	23.60	3,681.60
Extra for Pipe Under Pavement	156 Lin. Ft.	7.00	1,092.00
Concrete Inlets, Type Standard	6 Each	293.75	1,762.50
Concrete Walks	340 Sq. Yd.	14.70	5,145.00
Concrete Driveways	160 Sq. Yd.	21.00	2,625.00
Concrete Curbs	530 Lin. Ft.	5.25	2,782.50
Extra for Asphalt Approaches	1 Each	75.00	75.00
Adjusting Manholes	1 Each	196.00	196.00
Reconstructing Catch Basins	1 Each	273.00	273.00
			$ 47,443.60

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,250.00
	SUBTOTAL	$48,693.60
	Engineering	6,537.40
	TOTAL	$55,267.00

Type Code Y031
Traffic Signal (39th at Stark)

Traffic Signal Installation, Complete	All Required	$60,869.00
	SUBTOTAL	$60,869.00
	Engineering	7,117.00
	Engineering (Sig. Contr. Testing)	1,100.00
	TOTAL	$69,086.00

Length of Project --------- 0.00 mile

Work Retained in Program Status

Fire Hydrant Relocation	All Required	$ 750.00
3 Water Meter Relocations	All Required	750.00
Adjust Traffic Signals	All Required	1,000.00

SUMMARY OF FUNDS (85%)

Description	Pro Rata	Total Cost	Fed. Funds	City Funds
Preliminary Engineering	85.8%	$ 18,500.00	$ 15,800.00	$ 2,700.00
Right of Way	85.0%	40,928.00	37,787.98	6,140.02
Channelization	85.0%	55,267.00	46,976.00	8,291.00
Traffic Signals	85.0%	69,086.00	58,723.00	10,363.00
SUBTOTAL		$183,781.00	$156,286.98	$ 27,494.02
Reserve	85.0%	24,477.00	20,806.00	3,671.00
TOTAL		$208,258.00	$177,092.98	$ 31,165.02

Group 2-49%
Contract No. 9146
Prefix 326-1933
Prefix 326-2556
Prefix 326-1028

9416

State

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-65 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-1-80	Form Approved; O M B No. 04-R2089 State Oregon County Multnomah Project Number IX-9699(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 9, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 18,500.00	$ 196,390.00
Federal funds	$ 15,800.00	$ 167,005.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of July, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXy For: H.S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Gen File

Oregon State Highway Division
Salem, Oregon, June 30, 1980

Federal Aid Project
No. IX-9699 (2)

S.E. 39th St. at Stark St. (Portland)
Multnomah County

Revised Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required		$18,500.00
Type Code R/W Right of Way	All Required		29,060.00

Type Code Y008
Channelization (39th at Stark)

Mobilization	All Required	(50%)	$1,837.50
Temporary Protection and Direction of Traffic	All Required	(60%)	1,407.80
Temporary Signs	138 Sq.Ft.	15.30	2,111.40
Temporary Barricades	11 Each	29.50	324.50
Temporary Plastic safety Markers	23 Each	50.00	1,150.00
Flagmen	140 Hour	21.50	3,010.00
Removal of Structures and Obstructions	All Required	(40%)	686.00
General Excavation	295 Cu.Yd.	20.20	5,959.00
Class "B" Asphalt Concrete	190 Ton	42.50	8,075.00
Class "C" Asphalt Concrete	100 Ton	52.50	5,250.00
8-inch Sewer Pipe	156 Lin.Ft.	23.60	3,681.60
Extra for Pipe Under Pavement	156 Lin.Ft.	7.00	1,092.00
Concrete Inlets, Type Standard	6 Each	293.75	1,762.50
Concrete Walks	340 Sq.Yd.	14.70	5,145.00
Concrete Driveways	125 Sq.Yd.	21.00	2,625.00
Concrete Curbs	530 Lin. Ft.	5.25	2,782.50
Extra for Asphalt Approaches	1 Each	75.00	75.00
Adjusting Manholes	1 Each	196.00	196.00
Reconstructing Catch Basins	1 Each	273.00	273.00
			$47,443.60

Anticipated Items

Permanent Pavement Striping	All Required	$1,250.00
	Subtotal	$48,693.60
	Engineering	6,537.40
	Total	$55,267.00

Oregon State Highway Division
Salem, Oregon, June 30, 1980

Federal Aid Project
No. IX-9699 (2)

Type Code Y031
Traffic Signal (39th at Stark)

Traffic Signal Installation, Complete	All Required	$60,869.00
	Subtotal	$60,869.00
	Engineering	7,117.00
	Engineering (Sig. Contr. Testing)	1,100.00
	Total	$69,086.00

Length of project - - - - - 0.00 mi.

Work Retained in Program Status

Fire Hydrant Relocation	All Required	$ 750.00
3 Water Meter Relocations	All Required	750.00
Adjust Traffic Signals	All Required	1,000.00

Summary of Funds (85%)

Description	Pro Rata	Total Cost	Federal Funds	City Funds
Preliminary Engineering	85.8%	$ 18,500.00	$ 15,800.00	$ 2,700.00
Right of way	85.0%	29,060.00	24,700.00	4,360.00
Channelization	85.0%	55,267.00	46,976.00	8,291.00
Traffic Signals	85.0%	69,086.00	58,723.00	10,363.00
Subtotal		171,913.00	146,199.00	25,714.00
Reserve	85.0%	24,477.00	20,806.00	[illegible],671.00
Total		$196,390.00	$167,005.00	$29,385.00

Group 2 49%
Contract No. [illegible]
Prefix 326-1933
Prefix 326-2556
Prefix 326-1028

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
9-125

PROJECT REPORT NUMBER

MODIFICATION NUMBER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

rm Approved; O M B No. 04-R2089

State
Oregon

County
Multnomah

Project Number
IX-9699(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 9, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,800.00	$ 18,500.00
Federal funds	$ 9,200.00	$ 15,800.00
Other revisions		

This modification is made for the following reasons:

To include approved increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of September, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Gen. File

Oregon State Highway Division
Salem, Oregon December 10, 1979

Federal Aid Project
No. IX-9699(2)

S. E. 39th @ Stark (Portland) Section
City Street in Multnomah County

Revised Project Agreement

Type Code PE
Preliminary Engineering
Preliminary Engineering

All Required	$ 18,500.00
Total	$ 18,500.00

Length of Project - - - - - - 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering (85.8%)	$ 18,500.00	$ 15,800.00	$ 2,700.00
Retain in Program			
Right of Way	1,800.00	1,500.00	300.00
Channelization & Signals	72,400.00	62,100.00	10,300.00
Total	$ 92,700.00	$ 79,400.00	$ 13,300.00

Group 1 - 100%
Prefix 326-1933
Prefix 326-2556

8

TO BE COMPLETED BY FHWA	. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Jregon
MONTHLY TRANSACTION NO. 5-65	**FEDERAL-AID PROJECT AGREEMENT** 5-9-78	County Multnomah Project No. IX-9699(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Washington to Oak (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-31-78	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,300	$ 9,200

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Technical Services Engineer
(Title)

By ______________________

State Highway Engineer
(Title)

By ______________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator ______________________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 3, 1978

Federal Aid Project
No. IX-9699(2)

S.E. 39th @ Stark (Portland) Section
City Street in Multnomah County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 10,800.00
	Total	$ 10,800.00

Length of Project - - - - - - - 0.0 miles

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	City Funds
P.E.	$10,800.00	$ 9,200.00	$ 1,600.00
Retain in Program			
ROW	1,800.00	1,500.00	300.00
Channelization & Signals (contract)	72,400.00	62,100.00	10,300.00
Total	$85,000.00	$72,800.00	$12,200.00

Prefix 326-1933 P.E.
Group 1-100%

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 18, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Interstate Substitution Projects
FY '81 Supplemental Allocation

We propose to utilize the subject supplemental funds in the amount of $15,000,000 on the following listed projects in the Portland and Salem Urban Areas by the end of September 1981.

PORTLAND

Project No.	Section	Work	Purpose	TC	FF
IX-24(23)	52nd-92nd	R/W	Addn't Auth.	$ 1,791,210	$ 1,522,527
IX-26(12)	McLoughlin Ped. U'Xing	P.E.	Increase	3,322	2,820
IX-79(4)	S.W. 72nd Ave. Intchge.	R/W	Auth.	236,000	200,600
IX-79(4)	S.W. 72nd Ave. Intchge.	P.E.	Increase	26,100	22,185
IX-0000(8)	N.W. Thurman-S W. Columbia	P.E.	Increase	10,341	8,790
IX-0000(40)	N.W. Thurman-S.W. Columbia	Con.	PS&E	669,767	569,300
IX-0000(41)	Cornell-Murray	Con.	PS&E	2,893,550	2,459,500
IX-000C(22)	Coliseum Area Traf. Sig.	Con.	PS&E	102,235	86,900
IX-000C(23)	Clackamas Town Center	P.E.	Auth.	16,100	13,685
IX-9064(2)	S.W. 185th Ave.-S.W. Hall Blvd.	P.E.	Increase	7,200	6,120
IX-9088(3)	Main Ave.-Alice Lane	R/W	Addn't Auth.	331,500	281,775
IX-9282(3)	S.W. 89th-I-5 (Tualatin)	R/W	Addn't Auth.	86,859	73,830
IX-9282(4)	S.W. 89th-I-5 (Tualatin)	Con.	PS&E	281,888	239,604
IX-9326(5)	W. Burnside @ Tichner	P.E.	Increase	7,500	6,375
IX-9326(8)	W. Burnside @ Tichner	Con.	PS&E	311,800	265,000
IX-9565(12)	Bancroft-Sellwood	Con.	Increase	352,942	300,000
IX-9565(13)	Oswego Cr. (Sucker Cr.) Br.	Con.	PS&E	2,841,200	2,415,000
IX-9659(3)	Gladstone NCL-S.E. Oatfield Rd.	P.E.	Increase	11,910	10,120

Form 734-3122

IX-9659(5)	Clack. Hwy.-Gladstone N.C.L.	P.E.	Increase	5,300	4,505
IX-9665(6)	Oatfield Rd. @ Aldercrest Dr.	P.E.	Increase	3,250	2,760
IX-9665(11)	Oatfield Rd. @ Thiesen	Con.	PS&E	189,428	161,013
IX-9699(3)	N.E. Glisan-S.E. Glenwood	P.E.	Increase	9,200	7,820
IX-9702(3)	International Way @ Price Fuller	P.E.	Increase	6,100	5,185
IX-9702(6)	Harmony Rd. @ Price Fuller	Con.	PS&E	155,000	131,750
IX-9704(4)	W. Approach Sellwood Br.	Con.	Increase	116,287	98,843
IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	Increase	15,000	12,750
IX-9721(1)	S.E. King Rd.-Harmony Rd.	P.E.	Increase	8,000	6,800
IX-9721(2)	S.E. King Rd. @ Price Fuller	Con.	PS&E	7,808	6,636
IX-9823(1)	N.E. 33rd @ Broadway	P.E.	Increase	6,700	5,695
IX-9867(4)	Fariss-Powell Blvd.	R/W	Addn't Auth.	406,175	345,250
IX-9867(5)	Fariss-Powell Blvd. (Unit 1)	Con.	PS&E	1,694,235	1,440,100
IX-9926(6)	Basin Ave.-Going St. Interchange	R/W	Increase	125,000	106,250
IX-9926(7)	Basin Ave.-Going St. Interchange	Con.	PS&E	2,027,662	1,723,512
IX-9956(10)	Columbia Blvd. @ 47th	Con.	PS&E	67,060	57,000
				$14,823,629	$12,600,000

SALEM

IX-1525(2)	Chemawa Rd.-Hickory St.	R/W	Auth.	1,402,500	1,192,125
IX-1525(3)	Verda Lane N.E.-Cherry	Con.	PS&E	1,421,100	1,207,875
					$ 2,400,000
			TOTAL		$15,000,000

CL:bkc
cc: R.N. Bothman
J. Rose
Judy Smith
G. Zehner
P. Stearns
General Files

#7146

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9823(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80103

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/17/81	8. FEDERAL ROUTE NUMBER FAU 9823	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NE 33rd at Broadway (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letters of 12/22/80 and 9/16/81 I approve the revised Preliminary Engineering Costs to a TEC of $29,500 Federal Funds $25,245.

(Increase TEC $6,700 Federal Funds $5,695 Appn. Code 772 from 81' Supplemental apportionment)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO Mollrung
FOR

Orig 9-23

14. DATE 9/17/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. IX-9823(1)
N.E. 33rd at Broadway (Portland)
Preliminary Engineering
Multnomah County

I request your approval of the increase in preliminary engineering costs previously submitted under our letter of December 22, 1980 and obligation of funds at this time. This request is based on the desire to have the additional funds required obligated from the FY '81 supplemental allocation.

Revised financing will be as follows:

	APPN CODE	TC	FF	%
Present	---	$29,500	$25,245	---
Previous	823	22,800	19,550	85.8
Difference	772	$ 6,700	$ 5,695	85%

CL:pf

cc: F. Terpin
J. Rose
Judy Smith
G. Zehner
General Files

Form 734-3122

9146

August 18, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9146

Gentlemen:

On August 7, 1981, we wrote to you concerning release of final payment on Contract No. 9146 awarded to R & R Excavating Co., Inc. for work on the N.E. 33rd Ave. at N.E. Broadway and S.E. 39th Ave. at S.E. Stark Street in Portland, Multnomah County.

Final payment on this contract is $4,118.85 and the total contract amount is $232,125.82. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: R & R Excavating Co., Inc.
12213 Silverton Rd., N.E.
Silverton, OR 97381

bc: C. T. Keasey
Walt Hart
E. L. Hardt

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Sims Electric, Inc. No. 9177	Coos Bay/Roseburg Hwy. @ 2nd St. (Coquille) Coos County	July 14, 1981
Sims Electric, Inc. No. 9155	Ore. Coast Hwy. @ 4th St. (Tillamook) Tillamook County	July 16, 1981
Wildish-Corvallis Construction Co. No. 9040	SPRR X'ing @ Granger Benton County	July 20, 1981
Salem Road & Driveway Co. No. 9159	12th St.SE-Ewald Ave.SE (Salem) Marion County	July 31, 1981
Riedel International No. 9107	SPRR X'ing @ SE Lawnfield Rd. Clackamas County	August 3, 1981
D Mc D Corp. No. 9256	Enterprise Rock Production Wallowa County	August 3, 1981
Rock Process, Inc. No. 9280	Meacham Rock Production Umatilla & Union Counties	August 3, 1981
Morse Bros. Contractors, Inc. No. 9002	Siuslaw River-Walton Lane County	August 4, 1981
Wisar Const. Co., Inc. No. 9057	Little Butte Creek Bridge Jackson County	August 4, 1981
Harry Claterbos Co. J.V. No. 8949	S.Unit, Astoria-Camp Rilea Clatsop County	August 5, 1981
R & R Excavating Co.,Inc. No. 9146	NE 33rd Ave.@ NE Broadway & SE 139th Ave. @ SE Stark St. (Portland) Multnomah County	August 6, 1981

August 6, 1981

CT Keasey

C. T. Keasey
Asst. State Highway Engineer

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NE 33rd Ave. at Broadway and SE 39th Ave. at Stark St.	WEEK ENDING: 5-16-81	SECTION PREFIX: 326-1028
HIGHWAY: City streets	COUNTY: Multnomah	
NAME OF JOB: NE 33rd Ave. at Broadway & SE 39th Ave. at Stark St.	KIND OF WORK: Grading, paving and signals	
CONTRACTOR: R & R Excavating Co., Inc.	CONTRACT NUMBER: 9146	FEDERAL AID PROJECT NUMBER: IX-9823001 & IX-9699002
DATE OF CONTRACT: 7-5-80	DATE WORK STARTED: 10-7-80	ESTIMATED COMPLETION DATE: 2-9-81
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS N/A	WORK DAYS USED N/A
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 236
PROJECT AUTHORIZATION $ 264,157.97	SPECIFIED COMPLETION DATE N/A	PERCENT OF TIME ELAPSED 107%
EXCLUSIVE OF ENGINEERING $ 243,211.52	ENGINEERING AUTHORIZATION $ 20,946.45	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING $ 241,400.00	ENGINEERING COST TO DATE $ 32,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 1 %	PERCENT OF AUTHORIZATION 157 %	DATE PROJECT WAS COMPLETED: 2-25-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

	DRAINAGE 100%	Conc. Work 100%	Signals 100%	Pave. 100%	MAT'L PROD	

	Excavation	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.15				.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	615 C.Y.				580 T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	648 C.Y.				637 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				Issued 2nd Notification on 2-25-81
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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MAY 19 1981
CONSTRUCTION BRANCH
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

Item No. 6 on 2nd Notification has been completed.
Price Agreement No. 9 for asphalt penalty has been signed by the contractor.

3rd Notification will be issued on Monday, May 18.

SIGNED Brett I. Kesterson LOCATION City of Portland
Brett I. Kesterson
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 28, 1981

NOTED
H.S. COULTER

In Reply Refer to
File No CON 5 -9146

R & R Excavating Company, Inc.
12213 Silverton Road N.E.
Silverton, OR 97381

Re: Appeal of Time Extension Request
N.E. 33rd @ Broadway Street
S.E. 39th @ Stark Street
Contract No. 9146

Gentlemen:

We are in receipt of your recent letters concerning appeal of contract time decisions on the above project. A careful review indicates that the project was not delayed by either the delivery of contract documents or Price Agreement No. 3. The furnishing of poles is a contractor responsibility and time cannot be granted for a late delivery of poles. Your request for additional contract time on this project is therefore denied.

Should you wish to appeal this decision, please so advise the Project Resident Engineer and he will arrange a meeting in the Construction Office where you may present your appeal for the Department's final decision in this matter.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
Ed Hardt
Mike Smith
Brett Kesterson

RECEIVED
STATE HWY ENGR
APR 29 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

rm 734 31

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 28, 1981

NOTED
H.S. COULTER

In Reply Refer to
File No CON 5 #9146

R & R Excavating Company, Inc.
12213 Silverton Road N.E.
Silverton, OR 97381

Re: 2nd Request for Time Extension
N.E. 33rd @ Broadway
S.E. 39th @ S.E. Stark Street
Contract No. 9146

Gentlemen:

Your second request for additional time in which to complete the above project has been carefully reviewed. The weather conditions in November and December, 1980 and in February, 1981 were "reasonably predictable" and are not a valid reason for additional contract time.

Our records indicate that K. F. Jacobsen did have an approved A.C. mix design during the time period from January 1 to February 20, 1981.

In view of the above, additional contract time is not granted for the reasons requested. However, a review of project records does reveal that you performed additional 8" pipe work at the S.E. corner of S.E. 39th Street at Stark and that this added work required about eight hours. Accordingly, a one calendar day extension of contract time is granted for the added pipe work.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
Ed Hardt
Mike Smith
Brett Kesterson
Bob Church

RECEIVED
STATE HWY ENGR
APR 29 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-31

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. X-9823(1) & IX-9699(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80102 & 80103

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/18/81

8. FEDERAL ROUTE NUMBER FAU 9823 & 9699

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

NE 33rd at Broadway - SE 39th at Stark

11. GENERAL DESCRIPTION OF WORK

Relocation and upgrading of existing mercury luminaires

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

This will confirm the advance authorization date of 2/18/81, as requested in Mr. Keasey's letter of 2/19/81 as being in the public interest for the use of PGE Forces to proceed with the above work. State Force Order No. 3 representing work performed by PGE is approved for TEC NTE $105.49 Federal Funds $90.

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO

3 [illegible] 81

Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

February 13, 1981

CON 5

R & R Excavating Co., Inc.
12213 Silverton Rd. N.E.
Silverton, OR 97381

ED
ULTER

Gentlemen:

Re: Time Extension Request
NE 33rd @ Broadway &
SE 39th @ SE Stark
Contract No. 9146

Your request for additional contract time in which to complete the above project has been carefully reviewed.

Our records indicate that this contract was awarded to you on June 23, 1980 and that copies of the contract were mailed to you on that date. We find no delay associated with mailing or receipt of contract documents.

Weather conditions during December, 1980 appear well within the range of "reasonably predictable" weather and additional time is not warranted.

The claimed delay in paving appears to be the results of your election not to perform necessary subgrade preparation and is not a valid reason for additional contract time.

The project records show no staking request for November 10, 1980. The State was unable to complete the staking on November 18, 1980 as the area was not ready for staking. We find no failure of the State to act promptly in carrying out obligations and duties.

The pole delivery date could have been foreseen at the time of bidding. Consequences of this delay were mitigated by Price Agreement Number 3 which changed the specifications to allow start of construction more than 30 days before pole delivery. For these reasons no additional time will be granted because of late pole delivery dates.

RECEIVED
STATE HWY ENGR
FEB 13 '81
REFER TO
Info | Att | File
Form 734-3123

We have concluded that none of the reasons cited meet the requirements of Section 108.09 of the standard specifications. No adjustment of contract time will be allowed.

Should you wish to present additional data or to further review this matter, please contact the Resident Engineer.

Very truly yours,

C. T. Keasey

C. T. Keasey
Ass't. State Highway
Engineer

OBJ:mk

bc: H. S. Coulter
E. L. Hardt
Brett I. Kesterson
Bob Church
FHWA

Form ~~2-23~~ (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section NE 33rd Ave. @ Broadway

Highway NE 33rd Avenue FAU 9823

County Multnomah #26

Date December 9, 1980

Authorization No. 3

Survey Prefix 326-1929 (Assigned by Salem office)

Description of termini, route, length, etc.: The northerly end of the survey is approximately 300' north of Broadway. The southerly end of the survey is at the south end of the Banfield overcrossing, approximately 800' south of Broadway. The overall length is 700 lin. feet.

Proposed: Widen NE 33rd Ave. for left turn refuges and adjust signal. Structure widening will be required.

Purpose of survey: City to perform field survey, prepare plans, specifications, and estimate, acquire additional right-of-way.

State to monitor, review plans, and complete PS&E.

Estimate of cost:
FUNDING: FAIX [illegible]
CATEGORY: 3 9-17-81

		Estimate of Cost
Field Survey	(901)	1,350
Citizen Participation	(902)	
City or County	(903)	20,450
Consultant	(904)	
Final Design	(905)	1,550
Bridge Design	(906)	200
Preliminary Design	(907)	200
R/W Description	(909)	1,200
Soils & Geology	(910)	
Traffic	(911)	150
Landscape	(912)	50
Liaison R/W	(913)	250
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	350
Specifications	(921)	1,300
Administrative Services	(922)	50
Environmental	(923)	2,400
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
OCT 2 1981
LOCATION SECTION

Total estimated cost of survey	$ 29,500
Previous authorization	22,800
Additional authorization requested	6,700
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

~~Location Engineer~~
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

~~Regional Engineer~~
DONALD R. ADAMS, Project Development Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I 9699(2) & IX-9823(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 80102 & 80103

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 10 '80
REFER TO

9-10

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1/30/80(9699) 3/6/80 (9823)	8/27/80	FAU 9699 & 9823 City Street

GENERAL LOCATION:

SE 39th Street at Stark and NE 33rd at Broadway (Portland)

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Utility Adjustment
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8/29/80 this will confirm the advance approval date of 8/27/80 to proceed with the actual adjustments for the City of Portland, Bureau of Water Works facilities on an actual cost basis estimated to be $4,333.11 Federal funds $3,683. I approve the agreement with the City of Portland.

(The above does not require an additional obligation of funds. IX-9699(2) $2,847.99 IX-9823(1) $1,485.12)

Approval and Participation for the eligible portion of the Work Authorized above is subject to the Provisions of the Federal aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9/4/80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-955

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

August 29, 1980

ROW 18-4

NOTED
E. S. HUNTER

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97310

Water Facilities Adjustment
Bureau of Water Works
City of Portland
NE 33rd Ave. @ NE Broadway
SE 39th Ave. @ SE Stark St.
City Streets
Multnomah County
Project Nos. IX-9823(1) & IX-9699(1)

Here is a copy of an estimate of cost to adjust the Bureau of Water Works' facilities dated February 7, 1980.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The City is responsible for the relocation of utilities on this project. The Bureau was advised verbally of the conflict. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as these are City facilities on City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above and confirmation of your advanced authorization to proceed with the work as of August 27, 1980 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,333.11.

Yours truly,

D. E. Swan
Operation Programming Engineer

JMC/vlw
Enc.
cc: Steven E. Thomsen
E. S. Hunter✓
Jack H. Cartwright
Gary Kennen

RECEIVED
TECHNICAL SERVICES
SEP 2 '80
REFER TO
FO-
File
Act
Info

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND OR 97205

June 17, 1980

V. E. Skoog, Controller
Highway Accounting
434 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Skoog:

The City of Portland has opened an account with the Local Government Investment Pool (LGIP) entitled "City of Portland/ Department of Transportation". The account number is 4690. Our initial deposit in the amount of $36,480 is for the construction of the NE 33rd & Broadway and SE 39th & Stark projects (FAU 9823 and 9699).

The State (ODOT) is authorized to withdraw principal sums as needed for construction payments. The City can withdraw only the monthly interest earned by the account.

We will notify your office of deposits made on future construction projects.

Sincerely,

Mary F. Liberator

Mary F. Liberator
Department of Public Works

David M. Smith

David M. Smith
Treasury Manager

MFL:mh

cc: Gary Zehner
LGIP

6-23-80 [illegible] says $36,480
[illegible] in [illegible] pool
has been deposited [illegible]
[illegible]
Notified MAC [illegible]

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IX-9699(2)

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80102

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 1 1 '80
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6/11
[illegible]

DATE PS&E APPROVED 1-30-80	DATE AUTHORIZATION EFFECTIVE 6-4-80	FEDERAL ROUTE NUMBER FAU 9699 STATE ROUTE NUMBER City Street

GENERAL LOCATION:
SE. 39th at Stark Street (Portland) Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Program Change - See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's April 23, 1980 letter, I approve the revised construction costs to a TEC of $148,830, with Federal Funds $126,505.

(Increase TEC $23,530; Federal Funds $20,000)

DATE 6-4-80	SIGNATURE OF APPROVING OFFICIAL	TITLE for the Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-018

June 2, 1980

CON 4

City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

Attn: John Lang
Highway Coordinator

Gentlemen:

On May 29, 1980 a satisfactory bid was received from P & R Excavating, Inc., 12213 Silverton Road N.E., Silverton, Oregon 97381 for construction on the N.E. 33rd Avenue at N.E. Broadway and S.E. 39th Avenue at S.E. Stark Street Section, FAU 9823 and 9699. The advance deposit based on the anticipated construction cost of their bid is as follows:

	IX-9823 (33rd)	IX-9699 (39th)
Bid Items	$114,725.70	$108,312.60
Permanent Pavement Striping	$ 1,250.00	$ 1,250.00
Signal Controller Testing	1,100.00	1,100.00
Fire Hydrant Relocation		1,500.00
Water Meter Relocations (3)		1,500.00
Adjust Traffic Signals	1,000.00	1,000.00
4 1/2% Contingencies	5,313.41	5,159.92
9% Engineering	10,626.81	10,319.63
ESTIMATED TOTAL COST	$134,015.92	$130,142.05

City's Advance Deposit:
15% of $243,211.53 = $36,481.73 or say $36,480.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 20, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

6-16-80 [illegible]

GEZ:pf

bcc W/AD # 784: Jon Rose, Region II Federal Aid Engineer
Vern Skoog - Please return completed AD # 784
when check is received.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-22-8

FEDERAL AID PROJECT NO.	X-9699(2) & IX-9823(1)
TE PROJECT NO.	See Below
COUNTY NAME	Multnomah
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	80102 & 80103

FROM:
G. L. Green, Division Administrator
FHWA - Salem, Oregon

TO:
Mr. H. S. Coulter, State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 30 '80
REFER TO
FOR
Info | Input | | | Sig. | Act | File

DATE PS&E APPROVED 1-30-80(9699) 3-6-80 (9823	DATE AUTHORIZATION EFFECTIVE 5-7-80	FEDERAL ROUTE NUMBER FAU 9699 and 9823 STATE ROUTE NUMBER City Streets

GENERAL LOCATION:
S. E. 39th Street at Stark and N. E. 33rd at Broadway
(Portland)

GENERAL DESCRIPTION OF WORK:
Channelization & Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Permanent Pavement Striping
SF. $2500

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5-5-80 request and certifying statements are accepted. Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $284,300 Federal Funds $241,655.

A signed copy of the Title Sheet is returned herewith.

DATE 5-22-80	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE

/ N.E. 33rd Ave. N.E. Broadway and

Bern.

Section S.E. 39th Ave. at S.E. Stark St. (Portland) Programming Estimate $ 132 000 127 000

Highway City Sts. (N.E. 33rd Ave + FAU 9699 (S.E. 39th Ave.)) Project Length 0.15 mi.

County Multnomah Completion Time 220 CD

Kind of Work Grading, Paving, Signals Est. Comp. Date Feb. 4, '81

Prefix 326-1929 51% 326-1933 49% Letting Date May 29, '80 Project No. IX-9823(1) + IX-9699(2)

132,000
127,000

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 218,251 00

Anticipated Additional Items:

		33RD	39TH
		$ 111,831	$ 106,420
Royalty Payment			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping	2,500	1,250	1,250
Temporary Pavement Striping			
Remove Pavement Striping (Exist. & Temp.)			
Temporary Erosion Control			
State Furnished			
Roadside Seeding & Mulching		$ 9,700 00	
Asphalt Cement Adjustment			
On the Job Trainees			
State Responsibility for Damages			
Signal Controller Testing (Engineering)	2,200	1,100	1,100
Bikeway Signs			
Furnish Mailbox Posts			
Adjust Utilities:			
Fire hydrant relocation	1,500	—	1,500
Water meter relocations (3)	1,500	—	1,500
Adjust traffic signals	2,000	$ 1,000	$ 1,000
		115,181	112,770

Subtotal $ 227,951 00

		33RD	39TH	
Subtotal		115,181	112,770	$ 227,951 00
Contingencies (4-1/2%)		5,183	5,075	10,257 80
Engineering (~~8~~, [✓ 9,] ~~10~~%)		10,366	10,149	20,515 59
~~Subtotal~~				$
Credit for		130,730	127,994	
Estimated Net Authorization, Construction				$ 258,724 39

		TOT	FF	MSD
APPROVED	33RD	130,730	111,121	208,427
	39TH	127,994	108,795	103,700
		258,724	219,916	312,127

REC'D 4-30-80 ✓

cc: MAX KLOTZ

AUTH. BY UMTA 33RD 135,150
39TH 106,505

S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES IX-9823(1)	SEGREGATION OF QUANTITIES IX-9699(2)	UNIT COST	33RD	39TH
Mobilization	*All*	*All*	*50%*	*50%*	16,000	8,000	8,000
Temporary Protection And Direction Of Traffic	*All*	*All*	*40%*	*60%*	4,000	1,600	2,400
Temporary Signs	*Sq. Ft.*	*302*	*164*	*138*	6^{90}	984	828
Temporary Barricades	*Each*	*18*	*7*	*11*	115–	805	1,265
Temporary Plastic Safety Markers	*Each*	*40*	*17*	*23*	80–	1,360	1,840
Flagmen	*Hour*	*240*	*100*	*140*	23–	2,300	3,220
ROADWORK							
Removal Of Structures And Obstructions	*All*	*All*	*60%*	*40%*	6,000	3,600	2,400
General Excavation	*Cu. Yd.*	*615*	*320*	*295*	20–	6,400	5,900
Class "B" Asphalt Concrete	*Ton*	*380*	*190*	*190*	43–	8,170	8,170
Class "C" Asphalt Concrete	*Ton*	*200*	*100*	*100*	53–	5,300	5,300
8-inch Sewer Pipe	*Lin. Ft.*	*312*	*156*	*156*	12–	1,872	1,872
Extra For Pipe Under Pavement	*Lin. Ft.*	*296*	*140*	*156*	15–	2,100	2,340
Concrete Inlets, Type Standard	*Each*	*12*	*6*	*6*	500–	3,000	3,000
Concrete Walks	*Sq. Yd.*	740 ~~750~~	390 ~~410~~	350 ~~340~~	15–	5,850	5,250
Concrete Driveways	*Sq. Yd.*	560 ~~600~~	435 ~~440~~	125 160	20–	8,700	2,500
Concrete Curbs	*Lin. Ft.*	1150 ~~50~~	620 ~~50~~	530	4^{50}	2,790	2,385
Extra. For Asphalt Approaches	*Each*	*1*		*1*	200	–	200
Adjusting Manholes	*Each*	*1*		*1*	250	–	250
Reconstructing Catch Basins	*Each*	*1*		*1*	300	–	300
TRAFFC SIGNALS							
Traffic Signal Installation Complete	*All*	*All*	*50%*	*50%*	98,000	49,000	49,000
						111,831	106,420

EGON STATE HIGHWAY DIVISION
~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE

Sheet 1 of 2
Date April 30, '80

N.E. 33rd Ave. at N.E. Broadway and
ection S.E. 39th Ave. at S.E. Stark St. (Portland)
County Multnomah
ind Of Work Grading, Paving, Signals
Length 0.15 mi.
Name Bricher

lo	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	16,000-
	Temporary Protection and Direction of Traffic		All	All	-	4,000-
	Temporary Signs		Sq. Ft.	302	6-	1,812-
	Temporary Barricades		Each	18	115-	2,070-
	Temporary Plastic Safety Markers		Each	40	80-	3,200
	Flagmen		Hour	240	23-	5,520
	ROADWORK					
	Removal of Structures and Obstructions		All	All	-	6,000-
	General Excavation		Cu. Yd.	615	20-	12,300-
	Class "B" Asphalt Concrete		Ton	380	43-	16,340-
	Class "C" Asphalt Concrete		Ton	200	53-	10,600
	8-inch Sewer Pipe		Lin. Ft.	312	12-	3,744
	Extra for Pipe Under Pavement		Lin. Ft.	296	15-	4,440
	Concrete Inlets, Type Standard		Each	12	500-	6,000-
	Concrete Walks		Sq. Yd.	740	15-	11,100-
	Concrete Driveways		Sq. Yd.	560	20-	11,200 ~~1,200~~
	Concrete Curbs		Lin. Ft.	1,150	4^{50}	5,175-

EGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 2 of 2

Date April 30, '80

Section N.E. 33rd Ave. at N.E. Broadway & S.E. 39th Ave. at S.E. Stark St. (Portland)

County Multnomah

Kind Of Work Grading, Paving, Signals

Length 0.15 mi

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra for Asphalt Approaches		Each	1	200-	200-
	Adjusting Manholes		Each	1	250-	250-
	Reconstructing Catch Basins		Each	1	300-	300-
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		All	All	-	98,000-

/ Bem.

Section N.E. 33rd Ave. & N.E. Broadway and S.E. 39th Ave. at S.E. Stark St. (Portland) Programming Estimate $ ~~132 000~~ 127 000

Highway City Sts. (N.E. 33rd Ave. + FAU 9699 (S.E. 39th Ave.)) Project Length 0.15 mi.

County Multnomah Completion Time 220 CD

Kind of Work Grading, Paving, Signals Est. Comp. Date Feb. 4, '81

Prefix 326-1929 51% Letting Date May 29, '80 Project No. IX-9823(1) + IX-9699(2)

326-1933 49%

132,000
127,000

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 218,251^{00}

Anticipated Additional Items:

			33RD	39TH	
Royalty Payment					
Permit Fees					
Slide Correction			111,831	106,420	
Railroad Protective Costs					
Other Railroad Costs					
Permanent Signing					
Permanent Pavement Striping	2,500	50/50	1,250	1,250	
Temporary Pavement Striping					
Remove Pavement Striping (Exist. & Temp.)					
Temporary Erosion Control					
State Furnished					
Roadside Seeding & Mulching					$ 9,700^{00}
Asphalt Cement Adjustment					
On the Job Trainees					
State Responsibility for Damages					
Signal Controller Testing (Engineering)	2,200	50/50	1,100	1,100	
Bikeway Signs					
Furnish Mailbox Posts					
Adjust Utilities:					
Fire hydrant relocation	1,500	(39TH)		1,500	
Water meter relocations (3)	1,500	(39TH)	–	1,500	
Adjust traffic signals	2,000	50/50	1,000	1,000	
			115,181	112,770	

Subtotal	115,181	112,770	$ 227,951^{00}
Contingencies (4-1/2%)	5,183	5,075	10,257^{80}
Engineering (~~8~~, 9, ~~10~~%)	10,366	10,149	20,515^{59}
~~Subtotal~~			$
Credit for	130,730	127,994	
Estimated Net Authorization, Construction			$ 258,724^{39}

		TOT.	F.F.	M.S.D.
APPROVED	33RD	130,730	111,121	208,427
	39TH	127,994 ~~126,775~~	108,795	103,700
		258,724	219,916	312,127

REC'D 4-30-80

AUTH BY UMTA 33RD 135,150
39TH 106,505

7-I

Section N.E. 33rd Ave. at [illegible] E. Broadway and S.E. 39th Ave. at S.E. Stark St. (Portland)

Programming Estimate $ ~~[illegible]~~

Highway City St. (N.E. 33rd Ave. & FAU 9699 (S.E. 39th Ave.))

Project Length 0.15 mi.

County Multnomah

Completion Time 220 CD

Kind of Work Grading, Paving, Signals

Est. Comp. Date Feb. 4, '81

Prefix 326-1929 52%
326-1933 48%

Letting Date May 29, '80

Project No. IX-9823(1) + IX-9699(2)

~~135,427.88~~
~~125,510.36~~

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~219,801~~ 252,926.00

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	2,500
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	2,160
Bikeway Signs	
Furnish Mailbox Posts	
Adjust Utilities:	
Fire hydrant relocation	1,500
Water meter relocation (3)	1,500
Adjust traffic signals	2000

$ 9,660.00 (9,700.00)

Subtotal $ 229,461.17 (262,626.00)

Contingencies (4-1/2%) 10,325.75 (11,818.75)

Engineering (8, 9, 10%) 20,651.49

Subtotal $

Credit for . . . . $

Estimated Net Authorization, Construction . . . . . $ 260,438.24

TOT F.E. MSD
[illegible] 121,750 208,427
[illegible] 14? 080 [illegible] 103,700
$[illegible] $[illegible] 3,368 $312,127

APPROVED

cc: [illegible]

AUTH [illegible] 3[illegible] [illegible] 170
[illegible] 106,605

REC'D 4-23-80

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ — COST ESTIMATE

Sheet 1 of 2

Date Dec. 7, ~~1979~~ April 16, '80

Section N.E. 33rd Ave. at N.E. Broadway and S.E. 39th Ave. at S.E. Stark St. (Portland)

County Multnomah

Kind Of Work Grading, Paving, Signals

Length 0.15 mi.

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All	-	19,000- ~~16,000-~~
	Temporary Protection and Direction of Traffic		All	All	-	4,000-
	Temporary Signs		Sq. Ft.	302 ~~339~~	6-	1,817.-
	Temporary Barricades		Each	18	115-	2,070-
	Temporary Plastic Safety Markers		Each	40	80-	3,200-
	Flagmen		Hour	240	24-	5,760-
	ROADWORK					
	Removal of Structures and Obstructions		All	All	-	6,000-
	General Excavation		Cu. Yd.	615	20-	12,300-
	Class "B" Asphalt Concrete		Ton	380	45- ~~40-~~	17,100- ~~15,200~~
	Class "C" Asphalt Concrete		Ton	200	55- ~~40-~~	11,000- ~~8,000~~
	8-inch Sewer Pipe		Lin. Ft.	312	12-	3,744-
	Extra for Pipe Under Pavement		Lin. Ft.	296	15-	4,440-
	Concrete Inlets, Type Standard		Each	12	500-	6,000-
	Concrete Walks		Sq. Yd.	750	45-	33,750-
	Concrete Curbs		Lin. Ft.	50	20-	1,000-
	Concrete Driveways		Sq. Yd.	600	30-	18,000-

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 2 of 2

Date ~~Dec. 7, 1979~~ April 16, '80

ection N.E. 33rd Ave. at N.E. Broadway and S.E. 39th Ave. at S.E. Stark St. (Portland)

County Multnomah

ind Of Work Grading, Paving, Signals

Length

Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra for Asphalt Approaches		Each	1	200-	200-
	Adjusting Manholes		Each	1	250-	250-
	Reconstructing Catch Basins		Each	1	300-	300-
	TRAFFIC SIGNALS					
	Traffic Signal Installation,					10[illegible]-
	Complete		All	All	-	72,875- ~~79,210-~~

114

Section N.E. 33rd Ave. at N.E. Broadway and S.E. 39th Ave. at S.E. Stark St. (Portland) Programming Estimate $ [illegible]

Highway City St. (N.E. 33rd Ave. & FAU 9699 (S.E. 39th Ave.)) Project Length 0.15 mi.

County Multnomah Completion Time 220 CD

Kind of Work Grading, Paving, Signals Est. Comp. Date Feb. 4, '81

Prefix 326-1929 52% 326-1933 48% Letting Date May 29, '80 Project No. IX-9823(1) & IX-9699(2)

$135,427 88
125,010 35

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 219,801 00

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping.	2,500
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished ____	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment.	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	2,160
Bikeway Signs	
Furnish Mailbox Posts	
Adjust Utilities:	
Fire hydrant relocation	1,500
Water meter relocations (3)	1,500
. . . .	
Adjust traffic signals	2,000
. . . .	

$ 9,660 00

Subtotal $ 229,461 00

Contingencies (4-1/2%) 10,325 75

Engineering (8, [✓ 9,] 10%) 20,651 49

Subtotal $

Credit for ____ . . . .

Estimated Net Authorization, Construction . . . . $ 260,438 24

APPROVED

REC'D. 4-18-80
OK

OREGON STATE HIGHWAY DIVISION

~~SUMMARY~~ ~~BID SCHEDULE~~ -COST ESTIMATE

Sheet 1 of 2

Date Dec. 7, 1979.
April 16, '80

ection N.E. 33rd Ave. at N.E. Broadway and S.E. 39th Ave. at S.E. Stark st. (Portland)

County Multnomah

ind Of Work Grading, Paving, Signals

Length 0.15 mi.

Name Bricher

lo	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All	-	16,000-
	Temporary Protection and Direction of Traffic		All	All	-	4,000-
	Temporary Signs		Sq. Ft.	302 ~~339~~	6-	1,817-
	Temporary Barricades		Each	18	115-	2,070-
	Temporary Plastic Safety Markers		Each	40	80-	3,200-
	Flagmen		Hour	240	24-	5,760-
	ROADWORK					
	Removal of Structures and Obstructions		All	All	-	6,000-
	General Excavation		Cu. Yd.	615	20-	12,300-
	Class "B" Asphalt Concrete		Ton	380	45- ~~40-~~	17,100- ~~15,200-~~
	Class "C" Asphalt Concrete		Ton	200	55- ~~40-~~	11,000- ~~8,000-~~
	8-inch Sewer Pipe		Lin. Ft.	312	12-	3,744-
	Extra for Pipe Under Pavement		Lin. Ft.	296	15-	4,440-
	Concrete Inlets, Type Standard		Each	12	500-	6,000-
	Concrete Walks		Sq. Yd.	750	45-	33,750-
	Concrete Curbs		Lin. Ft.	50	20-	1,000-
	Concrete Driveways		Sq. Yd.	600	30-	18,000-

OREGON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~--COST ESTIMATE

Sheet 2 of 2
Date ~~Dec. 7, 1979~~ April 16, '80

Section N.E. 33rd Ave. at N.E. Broadway and S.E. 39th Ave. at S.E. Stark St. (Portland)
County Multnomah
Kind Of Work Grading, Paving, Signals
Length
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra for Asphalt Approaches		Each	1	200-	200-
	Adjusting Manholes		Each	1	250-	250-
	Reconstructing Catch Basins		Each	1	300-	300-
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		All	All	-	72,875- ~~79,210-~~

From Metro Jon Rose
Date 4/3/80
To Buz Swan
[✓ Program Mgmt.] Traffic Region 1

Comments: Please provide the cost estimate as near May 15 as possible so the City may commit it's share before June 30.
Jon Rose

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

March 31, 1980

Jon Rose
ODOT-Metro
5821 NE Glisan Street
Portland, Oregon 97213

RE: NE Union Avenue Phase III - Estimate to Max 5-6-80
SE 39th & Stark/NE 33rd & Broadway } Projects advertised
FAU Overlay } for 5-29-80 Bid letting.

Dear Jon:

The City of Portland's new fiscal year will begin July 1, 1980. The local match for the subject projects is budgeted in FY 1979-80 and cannot be carried over into FY 1980-81. Since these projects are scheduled to be let late in FY 1979-80, the City will need to encumber the local match not later than June 1, 1980.

Please provide us with the engineer's estimate and local match requirements for these projects at your earliest convenience. We will need this information by May 15, 1980 in order to process warrants through the accounting system.

If you have any questions regarding this procedure, please call Vic Rhodes at 248-4330.

Sincerely,

DJVargas

David J. Vargas, P.E.
Acting Chief
Bureau of Street & Structural Engineering

DJV:VFR:mh

cc: Chuck Pietrok
L. David Hill

MA PDM PDE TSE SPC
ODOT - METRO

APR 3 1980

AMS PPS PPC FILE T/A

NC #03-0516 P

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ADVICE OF FUNDS AVAILABLE FOR OBLIGATION

(Administrative Manual, Vol. 21, Chapter IV)

FISCAL YEAR 19 80

C.C. DISTRIBUTION AFTER APPROVAL	
	FINANCE DIVISION
2	BUDGET DIVISION
1	Program Analysis Division

APPROPRIATION 69X1119(05).005
823 - Interstate Substitution Projects

TO Mr. Louis E. Lybecker
ORGANIZATION Region Ten

DESCRIPTION	LAST ADVICE	CHANGE (+ OR -)	THIS ADVICE
1. ALLOTMENT *(May be approved only in Budget Division)*			
CATEGORY A:			
(1) FIRST QUARTER			
(2) SECOND QUARTER			
(3) THIRD QUARTER			
(4) FOURTH QUARTER			
CATEGORY B:			
(1) Annual	$9,303,023.96	$+242,050.00	$9,545,073.96
(2)			
(3)			
(4)			
TOTAL ALLOTMENT	9,303,023.96	+242,050.00	9,545,073.96
RECAP OF ALLOTMENT OF NO-YEAR FUNDS:			
UNOBLIGATED BALANCE OF PRIOR YEAR	7,491.96	...	7,491.96
NEW AUTHORIZATION	9,295,532.00	+242,050.00	9,537,582.00
TOTAL ALLOTMENT	9,303,023.96	+242,050.00	9,545,073.96

YOU ARE HEREBY AUTHORIZED TO INCUR OBLIGATIONS WITHIN THE ABOVE APPROVED ALLOTMENT AMOUNTS IN ACCORDANCE WITH PRESCRIBED PROCEDURES AND FOR THE PURPOSES AND CONDITIONS INDICATED IN ITEM 3 BELOW.

DESCRIPTION	LAST ADVICE	CHANGE (+ OR -)	THIS ADVICE
2. OPERATING BUDGET ALLOWANCE			
EMPLOYMENT CEILING *(Full-time personnel)*			
PERSONAL SERVICES AND RELATED COSTS:			
FIRST QUARTER			
SECOND QUARTER			
CUMULATIVE TOTAL			
THIRD QUARTER			
CUMULATIVE TOTAL			
FOURTH QUARTER			
FISCAL YEAR TOTAL			
OTHER OBJECTS:			
FIRST QUARTER			
SECOND QUARTER			
CUMULATIVE TOTAL			
THIRD QUARTER			
CUMULATIVE TOTAL			
FOURTH QUARTER			
FISCAL YEAR TOTAL			

3. EXPLANATION FOR REQUEST OR ACTION *(Applicable to Item 1 when allotment change is indicated above, and to Item 2 otherwise)*

To increase FY 1980 obligational authority for the following Portland projects:

IX-74(2)	$106,900	I 205 – BOONE RD.
IX-9823(1)	135,150	NE 33RD AT BROADWAY

(Continue on reverse)

SUBMITTED *(Signature)*		APPROVED *(Signature)*	
TITLE		TITLE for Chief, Operations and Execution Branch	
DATE	NO.	DATE	ADVICE NO. 823-10-0-05

FHWA-370 (REV. 8-72)   PREVIOUS EDITIONS OF THIS FORM MAY BE USED

√

Ron Noble
file

STATE OF OREGON
VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

RECEIVED
APR 11 1980
Environmental Section

March 31, 1980

Oregon Department of Transportation
Attn: Mr. Gary A. Potter
412 Transportation Building
Salem, OR 97310

Final date for Submission of Written
Comments: April 20, 1980

Re: Northeast 33rd Avenue at
Northeast Broadway Street
AQ Highway File No. 26-8007
Proposed Indirect Source Permit

Gentlemen:

Your application for construction of an Indirect Source has been reviewed by the Department of Environmental Quality. The proposed Indirect Source Construction Permit for this facility is attached. You are invited to review the attached copy and submit any comments you may have in writing prior to the date indicated above. If the proposed permit is satisfactory, no response is necessary.

Any comment received from the public notice procedure will be available for your examination at the close of the 20-day notice period.

All comments received from you, the public and governmental agencies will be considered by the Department.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

Versteeg
Anderson
Christensen
Olson
JB Sullivan
Terpin
✓ Trout
Wakerlig
RECEIVED
25
ROAD DESIGN
SECTION
Action

HWH:d
P26800.7A
Attachments
cc: Jeff Kaiser, ODOT
Steve Dotterrer, Portland Bureau of Planning
Cynthia Kurtz, Office of Planning and Development
Northwest Regional Office

Permit Number: 26-8007
NCIS No.: 26-8007
Issuance Da
Page 1 of 3

PROPOSED

INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

INDIRECT SOURCE:

N.E. 33rd and Broadway Section

ISSUED TO:

Oregon Department of Transportation, Metro Section
5821 Northeast Glisan Street
Portland, OR 97213

SOURCE SITE:

N.E. 33rd Avenue
at Broadway Street

COUNTY:

Multnomah

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

William H. Young, Director Date

Permitted Activities

Until such time as this permit is modified or revoked, the Oregon Department of Transportation is herewith permitted to construct and operate the above indirect source.

The specific listing of requirements, limitations, and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

PROPOSED

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   Northeast 33rd Avenue at Northeast Broadway Street

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The permittee shall at all times conduct dust suppression measures to meet the requirements set forth in "Fugitive Emissions" and "Nuisance Conditions" in OAR, Chapter 340, Sections 21-050 through 21-060.

Notice of Construction

4. A notice of construction form, number NC-IS 26-8007 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

   a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith.

   b. Violation of any of the requirements, limitations, or conditions contained herein.

   c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

PROPOSED

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

NEWS ITEM ONLY

STATE OF OREGON

DEPARTMENT OF ENVIRONMENTAL QUALITY

INDIRECT SOURCE CONSTRUCTION APPLICATION INFORMATION

The Department of Environmental Quality has completed a preliminary review of an application for construction of the following proposed Indirect Source:

SOURCE NAME: Northeast 33rd and Broadway Section

SOURCE LOCATION: Northeast 33rd Avenue at Northeast Broadway Street

NAME OF APPLICANT: Oregon Department of Transportation, Metro Section

DESCRIPTION OF SOURCE:

> The proposed project is for the construction of two left turn refuges. One refuse would be constructed on Northeast 33rd Avenue, north of its intersection with Northeast Broadway Street. It would serve Southbound traffic turning to the east onto Northeast Broadway Street. The other refuge would be on Northeast Broadway Street west of its intersection with Northeast 33rd Avenue. It would serve eastbound traffic turning to the north onto Northeast 33rd Avenue. Street widening would occur on Northeast 33rd Avenue between Northeast Hancock Street and Northeast Broadway Street.

The Department's preliminary evaluation, a copy of the proposed permit, and other information pertinent to this proposed facility may be examined at the Office of the Administrator, Air Quality Division, Department of Environmental Quality, 522 Southwest Fifth, Portland, Oregon.

NEWS ITEM ONLY

STATE OF OREGON

DEPARTMENT OF ENVIRONMENTAL QUALITY

NOTICE OF APPLICATION TO CONSTRUCT AN INDIRECT SOURCE

Those persons described on the attached sheets have applied to the Department of Environmental Quality for a permit to construct an Indirect Source in accordance with Oregon Administrative Rules, Chapter 340, Sections 20-100 through 20-135.

The Department is providing this notice in order to encourage anyone desiring to submit information concerning the applicant(s) or the application(s) which might aid or assist the Department in making an adequate review. Written comments must be submitted prior to:

April 21, 1980

Please address your comments to:

Department of Environmental Quality
Air Quality Division
Planning and Development Section
Box 1760
Portland, OR 97207

The full content of the application, the Department's preliminary review, a copy of the proposed permit, and any other applicable information received to date is available for public inspection at 522 Southwest Fifth, Portland, Oregon, 229-6086. Please contact the main office of the Department if additional information is desired.

P26800.7B

METROPOLITAN SERVICE DISTRICT

TIP PROJECT ADJUSTMENT

25-Mar-80

STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

REQUEST DATED 14-MAR-80

TRANSACTION #: 800325 6
PROJECT: 33RD AT BROADWAY - SB/NB LEFT TURN REFUGES
FUNDING: MT HOOD CATEGORY II-SOUTHEAST PORTLAND PROJECTS
SPONSOR: CITY OF PORTLAND
FILE # : 52246595
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

**********PREVIOUS STATUS***********   *****NEW STATUS*******

	TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
PRELIMINARY ENGINEERING	6,887	19,550	-12,663	12,663	0	19,550
RIGHT OF WAY ACQUISITION	-13,943	20,590	-34,533	74,293	39,760	60,350
CONSTRUCTION	303,584	0	303,584	-86,956	216,628	216,628
TOTAL	296,527	40,140	256,387	0	256,387	296,527

```
[][][][]
246*11*     12000*12*      7550*21*        1*22*     44294
*32*    129156*10*     19550*20*    20590****         0   256387
```

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                         METROPOLITAN SERVICE DISTRICT

                            TIP PROJECT ADJUSTMENT

                                  25-Mar-80

                    STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

REQUEST DATED 14-MAR-80

TRANSACTION #: 800325 7
PROJECT: 39TH @ STARK -WIDENING/SB LEFT TURN MEDIAN/SIGNAL INTERTIE/STRIP
FUNDING: MT HOOD CATEGORY II-SOUTHEAST PORTLAND PROJECTS
SPONSOR: CITY OF PORTLAND
FILE # : 52248597
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

*********PREVIOUS STATUS***********          *****NEW STATUS*******

                 LESS   UNOBLIGATED     THIS   UNOBLIGATED     PROJECT
       TOTAL  OBLIGATION  BALANCE    TRANSACTION  BALANCE        TOTAL
------------------------------------------------------------------------
PRELIMINARY ENGINEERING
      -2,590      15,800     -18,390      18,390           0      15,800
RIGHT OF WAY ACQUISITION
     -25,112      24,700     -49,812      67,612      17,800      42,500
CONSTRUCTION
     181,501           0     181,501     -77,801     103,700     103,700
TOTAL
     153,800      40,500     113,300       8,201     121,501     162,001




PROJECT: 33RD AT BROADWAY - SB/NB LEFT TURN REFUGES
FUNDING: MT HOOD CATEGORY II-SOUTHEAST PORTLAND PROJECTS
SPONSOR: CIPY OF PORTLAND
FILE # : 52246595


PRELIMINARY ENGINEERING
      19,550      19,550           0           0           0      19,550
RIGHT OF WAY ACQUISITION
      60,350      20,590      39,760           0      39,760      60,350
CONSTRUCTION
     216,628           0     216,628      -8,201     208,427     208,427
TOTAL
     296,527      40,140     256,387      -8,201     248,186     288,326
```

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway # 726

Prefix 326-1929

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9823(1)
Project Name NE 33rd Ave. at NE Broadway St. (Portland)
City Street NE 33rd Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 24 day of March, 1980

City of Portland

Certified By:

Regional Right-of-Way Supervisor
Date March 26, 1980

David J. Vargas
DAVID J. VARGAS, P.E.
Acting Chief
Bureau of Street & Structural Engineering

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

H

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 17, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: PS&E Data Submission
Item No. 80103
Project No. IX-9823(1)
N.E. 33rd St. at Broadway (Portland)

We are forwarding documentation for PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on May 29, 1980 but request PS&E approval and authorization to proceed with actions necessary to advance the physical construction at this time. Right-of-way, Utility, Environmental Certification and other status reports will be submitted at the time we request advertising authorization.

Federal Funds (85%)	$175,300.00
City Funds	30,500.00
Total Cost	$205,800.00

DAR:bke
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
MAR 1[illegible] '80
REFER TO
FOR
Info Invest R/D [illegible] [illegible] Act File

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 17, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: PS&E Data Submission
Item No. 80102
Project No. IX-9699(2)
S.E. 39th at Stark (Portland)

We are forwarding documentation for PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on May 29, 1980 but request PS&E approval and authorization to proceed with actions necessary to advance the physical construction at this time. Right-of-way, Utility, Environmental Certification and other status reports will be submitted at the time we request advertising authorization.

Federal Funds (85%)	$147,005.00
City Funds	25,955.00
Total Cost	$172,960.00

DAR:bke
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
MAR 18 '80
REFER TO
FOR
Info Invest R/D S/R Sign Act File

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. X-9823(1)

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Multnomah

ITEM NO. 80103

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR.
APR 2 '80
REFER TO
FOR
Info | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3/6/80	3/6/80	FAU 9823
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

NE 33rd at Broadway (Portland) Section

GENERAL DESCRIPTION OF WORK:

Channelization and Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION ON AN AGREED UNIT PRICE OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/8/80 and 3/17/80 you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a TEC of $159,000 with Federal participation limited to $135,150.

DATE 3/6/80

SIGNATURE OF APPROVING OFFICER

TITLE for Division Administrator

FORM PR-1240
(REV. 8-70

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9699(2)

STATE PROJECT NO. See below

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO. 80102

COUNTY NAME Multnomah

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENG
FEB 5'80
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 1-30-80

DATE AUTHORIZATION EFFECTIVE 1-30-80

FEDERAL ROUTE NUMBER FAU 9699

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

S. E. 39th Street at Stark (Portland) Section

GENERAL DESCRIPTION OF WORK:

Channelization and Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-15-79, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved for a TEC of $125,300 with Federal participation limited to $106,505.

(Advice dated 1-25-80)

DATE 1-30-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 8, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: IX Fund Transfer
Item No. 80103
Project No. IX-9823(1)
N.E. 33rd @ Broadway (Portland) Sec.
Multnomah County

I request transfer of Interstate Substitution General Funds for construction of the subject project, as we intend to request PS&E authorization upon availability of funds. This action will involve an estimated total cost of $159,000 with Federal Funds in the amount of $135,150.

Included in MSD FY '80 AE/TIP on page 136 as number 217.

JLG:bke
cc: R. N. Bothman (metro)
Max Klotz (metro)
Jon Rose (metro)
E. L. Hardt (Region 1)
Gary Zehner

Form 734 3122

[illegible] Ave. at N.E. Broadway and

Section S.E. 39th Ave. at S.E. Stark St. (Portland) Programming Estimate $

Highway City Sts. (N.E. 33rd Ave. + FAU 9699(S.E. 39th Ave.)) Project Length 0.15 mi.

County Multnomah 1-4-80 Completion Time 180 CD

Kind of Work Grading, Paving, Signals Est. Comp. Date Sep. 26, '80

Prefix 326-1929 80% Letting Date Feb. 28, '80 Project No. IX-9823(1) &

326-1933 20% IX-9699(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 213,823 00
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	2,500	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 9,660 00
Asphalt Cement Adjustment.		
On the Job Trainees		
State Responsibility for Damages		
✓ Signal Controller Testing (Engineering)	2,160	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Fire Hydrant relocation	1,500	
3 Water Meter relocations	1,500	
. . . .		
Adjust traffic signals	2000	
. . . .		
Subtotal		$ 223,483 00
Contingencies (4-1/2%)		10,056 74
Engineering (~~8~~, [✓ 9], ~~10~~%)		20,113 47
~~Subtotal~~		$
Credit for ______		
Estimated Net Authorization, Construction		$ 253,653 21

THIS ESTIMATE
39TH @ STARK (48%) = $121,753
&
33RD @ BROADWAY (52%)

APPROVED

cc: Max Klotz

REC'D. 1-4-80
Z

Road Design Engineer

REGON STATE HIGHWAY DIVISION
~~SUMMARY—BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2
Date Dec. 7, 1979

ection N.E. 33rd Ave. at N.E. Broadway and S.E. 39th Ave. at S.E. Stark st. (Portland)
County Multnomah

ind Of Work Grading, Paving, Signals
Length 0.15 mi
Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (8%)		All	All	-	16,000-
	Temporary Protection and Direction of Traffic		All	All	-	2,700-
	Temporary Signs		Sq. Ft.	339	6-	2,034
	Temporary Barricades		Each	18	115-	2,070
	Temporary Plastic Safety Markers		Each	40	80-	3,200
	Flagmen		Hour	240	24-	5,760
	ROADWORK					
	Removal of Structures and Obstructions		All	All	-	6,000-
	General Excavation		Cu. Yd.	615	20-	12,300-
	Class "B" Asphalt Concrete		Ton	380	40-	15,200-
	Class "C" Asphalt Concrete		Ton	200	40-	8,000-
	8-inch Sewer Pipe		Lin. Ft	312	12-	3,744
	Extra for Pipe Under Pavement		Lin. Ft.	296	15-	4,440-
	Concrete Inlets, Type Standard		Each	12	500-	6,000-
	Concrete Walks		Sq. Yd.	750	45-	33,750-
	Concrete Curbs		Lin. Ft.	50	20-	1,000-
	Concrete Driveways		Sq. Yd.	600	30-	18,000-

OREGON STATE HIGHWAY DIVISION

~~SUMMARY~~--~~BID SCHEDULE~~--COST ESTIMATE

Sheet 2 of 2

Date Dec. 7, 1979

Section N.E. 33rd Ave. at N.E. Broadway and S.E. 39th Ave. at S.E. Stark St. (Portland)

County Multnomah

Kind Of Work Grading, Paving, Signals

Length

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra for Asphalt Approaches		Each	1	200-	200-
	Adjusting Manholes		Each	1	250-	250-
	Reconstructing Catch Basins		Each	1	300-	300-
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		All	All	-	72,875 79,210

PRO 9699

STATE OF OREGON

INTERoFFICE MEMO

Metropolitan Section
DEPT.

238-8226
TELEPHONE

TO: D. H. MOEHRING
Assistant State Highway Engineer

DATE: January 3, 1980

FROM: R. N. BOTHMAN
Administrator

SUBJECT: Obligation of e(4) Funds
During the First Quarter of the
Calendar Year

The attached letter from Acting Public Works Administrator John M. Lang, requests that we proceed with the request for obligation of e(4) funds for the following projects as necessary to keep the projects on schedule even though the obligations may occur during January, February or March of this year.

These projects are:

39th & Stark
33rd & Broadway
N.E. Columbia - N.E. Weidler (Union Ave. Units)
W. City Limits - Oswego (Columbia Blvd.) R/W
Greeley/I-5 R/W
S.E. 17th - S.E. 28th Ave. (Holgate Blvd.)
S.E. 50th - S.E. 92nd (I-205) Section (Powell Blvd.) R/W

I concur with the City's request and ask that you continue with the projects as per schedule and not hold up funding requests.

MJK:pq

cc Don Adams
Max Klotz

Attachment

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

December 20, 1979

MAX KLOTZ
ODOT
5821 NE GLISAN ST
PORTLAND OR 97213

Dear Max:

This is to request that you continue your efforts to obligate construction funds at the earliest possible date for the following projects:

- 39th and Stark
- 33rd and Broadway
- Union Avenue-Killingsworth to Russett Columbia Blvd.-
- Oswego to WCL R/W
- Greeley to I-5 R/W Ph. 1 & 2
- Holgate Bridge & Blvd.
- Powell II R/W

We realize that this will result in the obligation of funds during the first quarter of the calendar year, which may be undesirable. However, due to lead time requirements, we feel it is necessary in these cases.

Thank you for your assistance.

Very truly yours,

John M Lang

John M. Lang, P.E.
Acting Public Works Administrator

GRP:mmc

cc: Dave Hill
Ralph Tashima
Vic Rhodes
Chuck Pietrok
File - ODOT 1979

326-1933
326-1929

STATE OF OREGON
Metro Technical Services DEPT.
238-8230 TELEPHONE

INTEROFFICE MEMO

Portland
2c

TO: DUANE CHRISTENSEN
Final Design Engineer

DATE: January 2, 1980

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: NE 33rd and Broadway
SE 39th and Stark
Multnomah County
326-1933
326-1929

Herewith one set of plans and a letter from the City of Portland indicating changes and/or additions to the subject plans.

It appears that items fourteen and twenty on Page 3 should be listed "By Others" and included as anticipated items.

Please make appropriate changes to the plans.

pq

Attachment

REFERRED TO
Beard ___ Stoudenmeyer ___
Cole ___ Sample ___
✓ Erikson ___ Watson ___
Hager ___ Dorn ___ Leu ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

RECEIVED
JAN 1980
ROAD DESIGN SECTION
Sullivan ___
Turpin ___
Wakering ___
Do Not File

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

December 17, 1979

Oregon Dept. of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Attn: Chuck Pietrok

Re: Combined Plans:	NE 33rd & Broadway	SE 39th at SE Stark
	FAU IX-9823(1)	FAU IX-9699(1)
	Prefix No. 326-1929	Prefix No. 326-1933

Dear Chuck:

We have reviewed the plans for the subject project and would like to make the following comments:

- Note curb height sheet 2B, Standard Concrete Curb, of 7"±

- The items number 14 and number 20 on NE 33rd & Broadway, sheet 3, will most likely not be bid items, but this is yet to be finalized during the right-of-way acquisition.

Sincerely,

Vargas

David J. Vargas, P.E.
Highway Coordinator

DJV:MEM:lj

Encl.

Noted By Chuck Pietrok
1/2/80

O GON DEPARTMENT OF TRANSPORTAT

NOISE STUDY REPORT

Project SE 39th Ave. @ Stark St.
Preparer Doug Iverson
Highway FAU 9699, SE 39th Avenue
Date November 13, 1979
County Multnomah
City Portland

Project Description: The project consists of installing left-turn refuge lanes on SE 39th Avenue at Stark Street and remodeling the traffic signal to incorporate a left turn phase. Five feet of right-of-way will be acquired on both sides of SE 39th Avenue between Washington Street and Stark Street. SE 39th Avenue north of Stark Street is presently wide enough to accommodate four travel lanes and a left-turn bay. The project is a Type I-B (uncontrolled access) as defined in FHPM 7-7-3.

Existing Land Use Activities: On the west side of the intersection of Washington Street and SE 39th Avenue there are two businesses, the Adventist Book Store and the Discount Office Supply Store. An apartment complex is located on the east side of this intersection. Just north of the intersection is a building used for indoor "garage" sales.

A Fastway Gasoline Station is located on the southwest corner of the intersection of SE 39th Avenue and Stark Street. Laurelhurst Park is on the northwest corner of the intersection. Residential units are located on the northeastern portion of the intersection. The southeast corner is a paved surface. Figure 1 shows a plan map of the proposed project.

Traffic Data: Traffic data used in the noise study can be found in Table 1.

	No-Build		Build	
	19 (year)	(year)	19 (year)	(year)
Design Hourly Volume				
Autos				
Speed				
Peak Truck Hour				
M. Trucks				
H. Trucks				
Speed				

The original report
is located in the
Metro ODOT office.

Traffic Noise Levels:

Measured Leq Noise Level		Distance from Center Line	Volume			
Measured	Model Prediction		Autos	Med. Truck	Heavy Truck	Speed

	No-Build		Build	
	19 (year)	(year)	19 (year)	(year)
Leq Level Along R/W Line (____ feet from ℄)				
Leq 67 dBA Contour Location (Distance from centerline)				

Traffic Noise Impacts: There are two predicted noise impacts in the project area. The impacted receptors are Laurelhurst Park and the apartment complex. However, these impacts are predicted to occur with or without the construction of the left turn lanes. The noise levels at all other sensitive receptors are predicted to be below the federal design levels by 1983. See Table 2 for predicted noise levels. If the Build alternative is selected, mitigation for the two impacted receptors would be impractical. The owner of the apartment complex has reduced rents adjacent to SE 39th Avenue to compensate for the existing excessive noise and vibration. In addition, the owner feels that the acquisition of two (2) feet of right-of-way would not worsen the existing situation.

Traffic Noise Mitigation: The necessity for direct access to the apartments as well as to Laurelhurst Park prevents the construction of a continuous noise barrier. By introducing "breaks" in the barrier, the effectiveness is reduced. Also, the construction of a barrier would upset the aesthetics of the park.

Alternative methods of noise mitigation other than direct shielding were considered. A prohibition of heavy trucks during peak traffic hours is one possible solution. However, there are very few north-south truck routes and a prohibition of heavy trucks would shift these trucks to other routes many blocks either side of SE 39th. A reduction in noise would not be noticed by the impacted receptors from a restriction (cont. on 2A)

Construction Noise - Impacts and Mitigation: The entire project will be exposed to high noise levels during use of construction equipment. Typical ranges from individual pieces of equipment which might be used during construction are shown in Figure 2.

To minimize the annoying nature of construction noise, time constraints will be included in the construction specification (per the City of Portland Noise Ordinance, Title 18.10.010 as follows:

(1) No person shall operate any equipment or appurtenances thereto which exceeds 85 dBA when measured at fifity feet from the source. This standard shall not apply to trucks, pile drivers, pavement breakers, scrapers, concrete saws, and rock drills.

(cont. on 2A)

Local Coordination:

A copy of this report will be sent to:

The City of Portland

Traffic Noise Mitigation: Continued

of heavy trucks. Another possible form of mitigation would be to reduce speeds in the area. (This would serve to reduce tire noise and engine noise). However, the existing speed limit with the project area is thirty miles per hour, and a reduction in speeds could possibly slow the traffic flow to an unacceptable level of service. Therefore, mitigation for traffic noise is deemed impractical.

Construction Noise - Impacts and Mitigation: Continued

(2) Sound levels of Section 18.10.010 shall apply to all construction equipment between the hours of 6:00 p.m. to 7:00 a.m. during work days, 6:00 p.m. Saturday and 7:00 a.m. the following Monday, and on legal holidays. This shall apply to all construction activities except by variance or for reasons of emergency.

(3) The adjustments to permissible sound levels established in Section 18.10.010 (b) apply to (1) and (2) above.

(4) All equipment used in commercial activities shall have sound control devices no less effective than those provided on the original equipment, and no equipment shall have an unmuffled exhaust.

(5) All equipment used in commercial construction activities shall comply with pertinent standards of the U.S. Environmental Protection Agency.

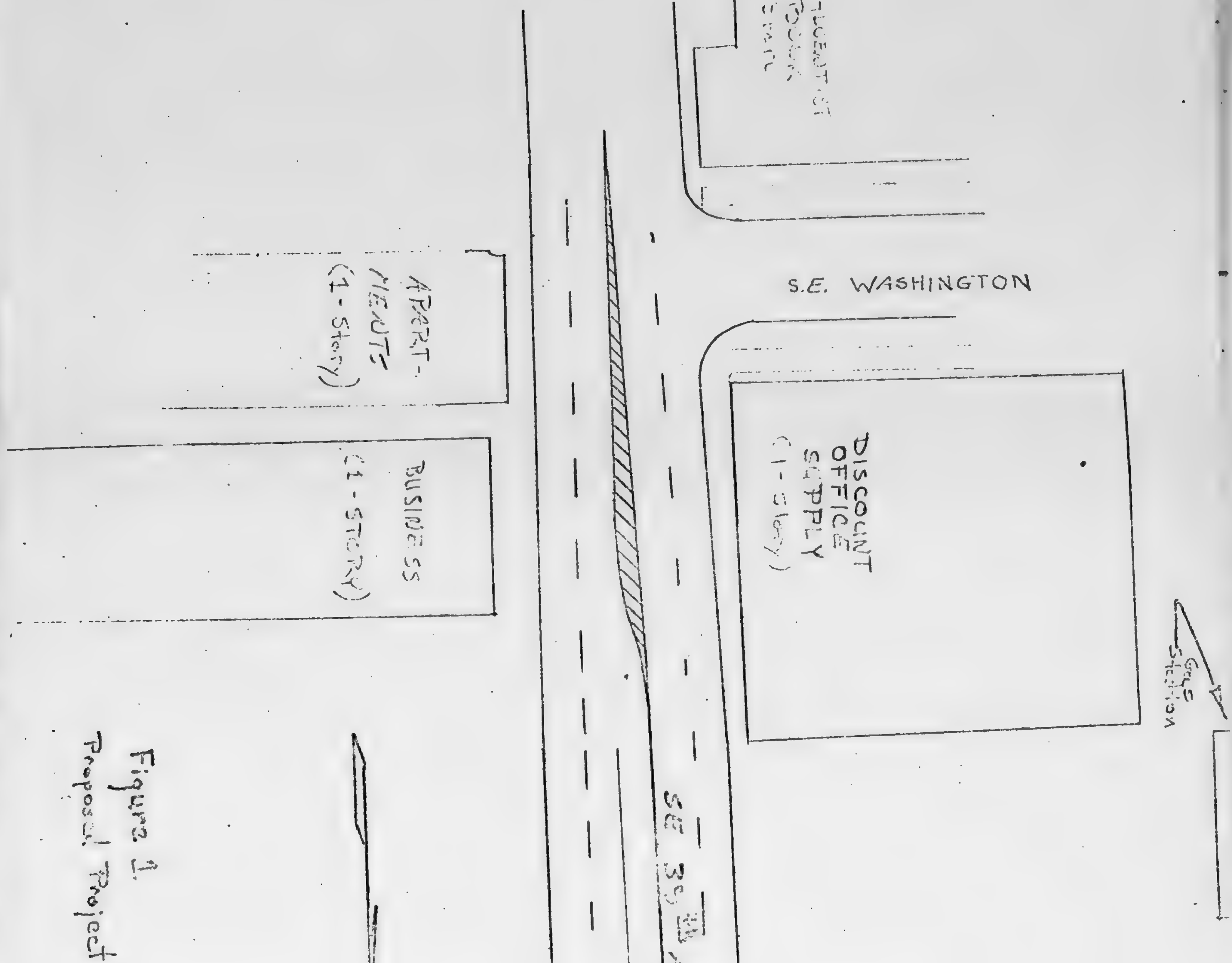

S.E. WASHINGTON
SE 39th AVENUE
DISCOUNT OFFICE SUPPLY (1-Story)
APARTMENTS (1-Story)
BUSINESS (1-STORY)
Gas Station
N

Figure 1
Proposal Project

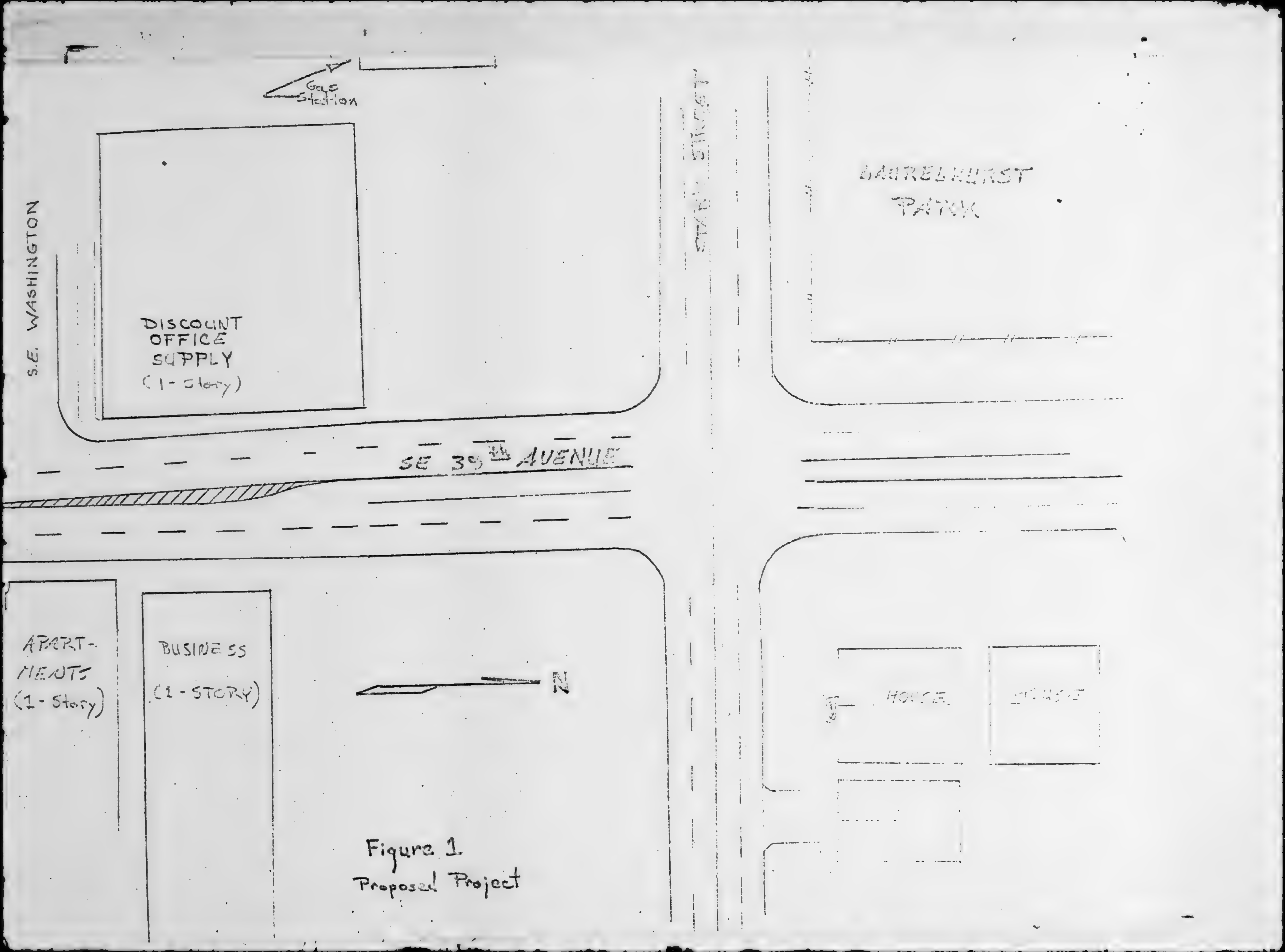

Gas Station
S.E. WASHINGTON
DISCOUNT
OFFICE
SUPPLY
(1-Story)
SE 39th AVENUE
STARK STREET
LAURELHURST
PARK
APART-
MENTS
(1-Story)
BUSINESS
(1-STORY)
N
HOUSE

Figure 1.
Proposed Project

TABLE 1

Traffic Data

Traffic Data	Build and No-Build SE 39th @ Stark			Build and No-Build Stark @ SE 39th		
	1979	1983	1990	1979	1983	1990
Level of Service "C"						
Autos	1580	1580	1580	1100	450	450
Speeds (km/hr)	40	48	48	40	48	48
Peak Truck Hour						
M. Trucks	20	20	20	10	5	5
H. Trucks	10	5	5	0	0	0
Speed (km/hr)	40	48	48	40	48	48

TABLE 2

Traffic Noise Levels

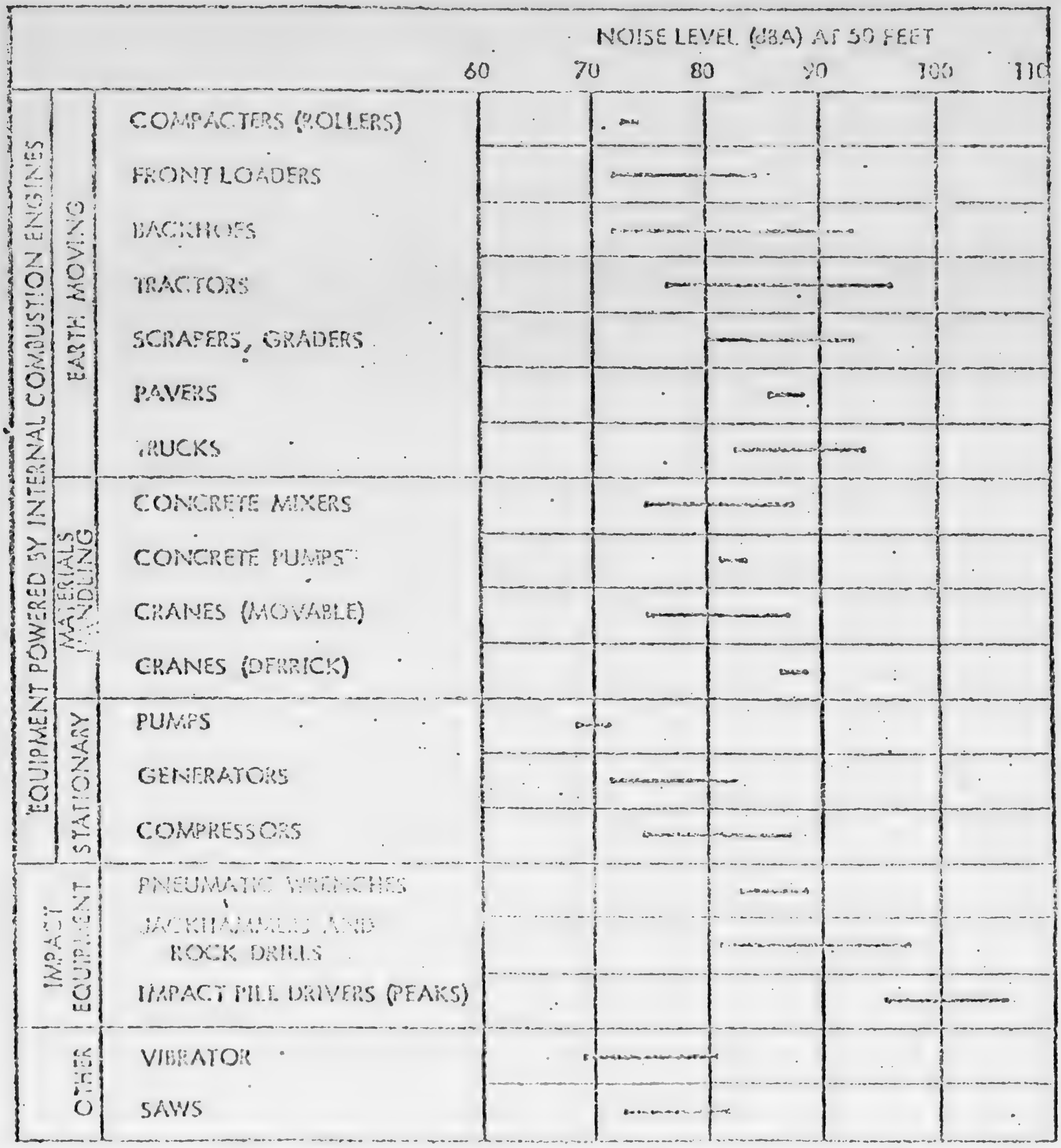
		Receptor 1)							
	Year	1	2	5		6		7	
Source 2)		A	A	A	B	A	B	A	B
Distance, D_e (meters)		8.4	7.4	47	24	19.5	15	14	11
Leq (dBA)	1979	71	70	57	58	63	60	66	67
Total L_{eq} (dBA)		71	70	60		65		69	
Leq (dBA)	1983	71	71	57	57	64	59	66	60
Total Leq (dBA)		71	71	60		65		67	
Leq (dBA)	1990	71	71	57	57	64	59	66	60
Total L_{eq} (dBA)		71	71	60		65		67	

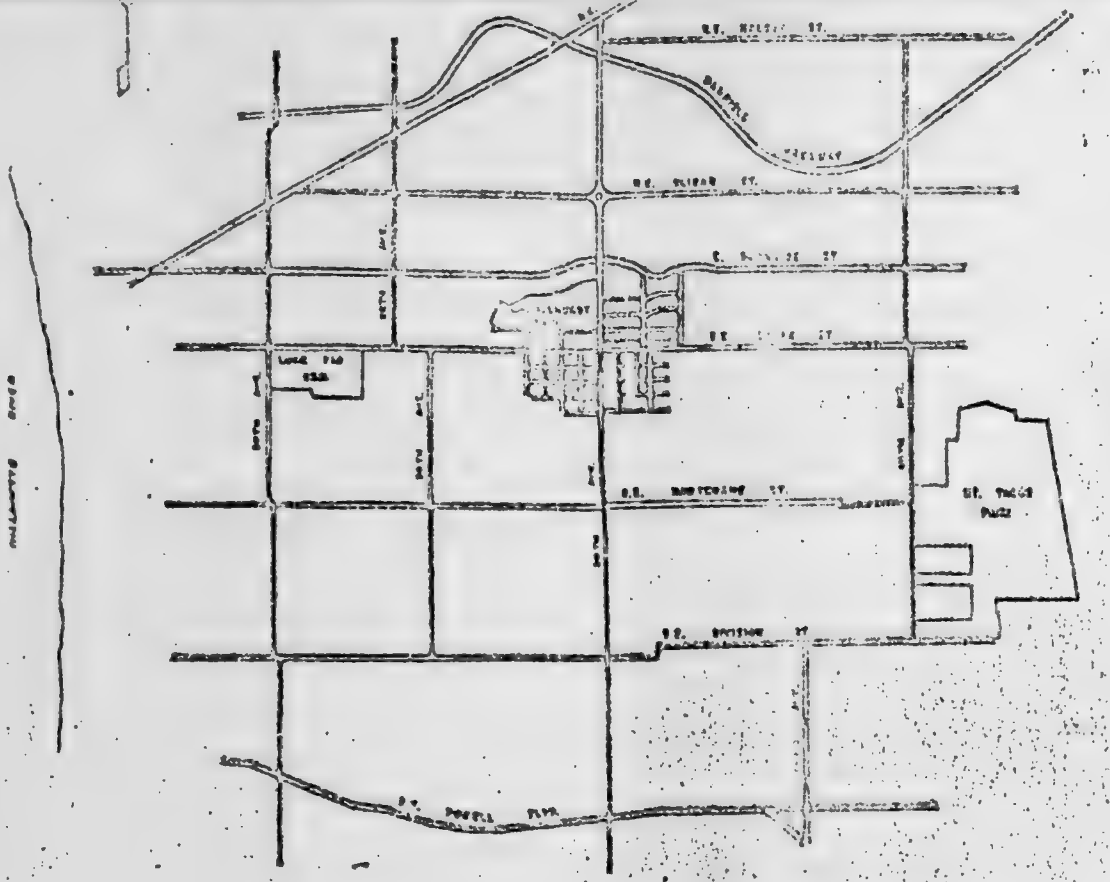
1) Receptors:
1. Adventist Book Store
2. Discount Office Supply
5. Fastway Gasoline Station
6. Residential House
7. Laurelhurst Park

2) Source:
A SE 39th Avenue
B SE Stark Street

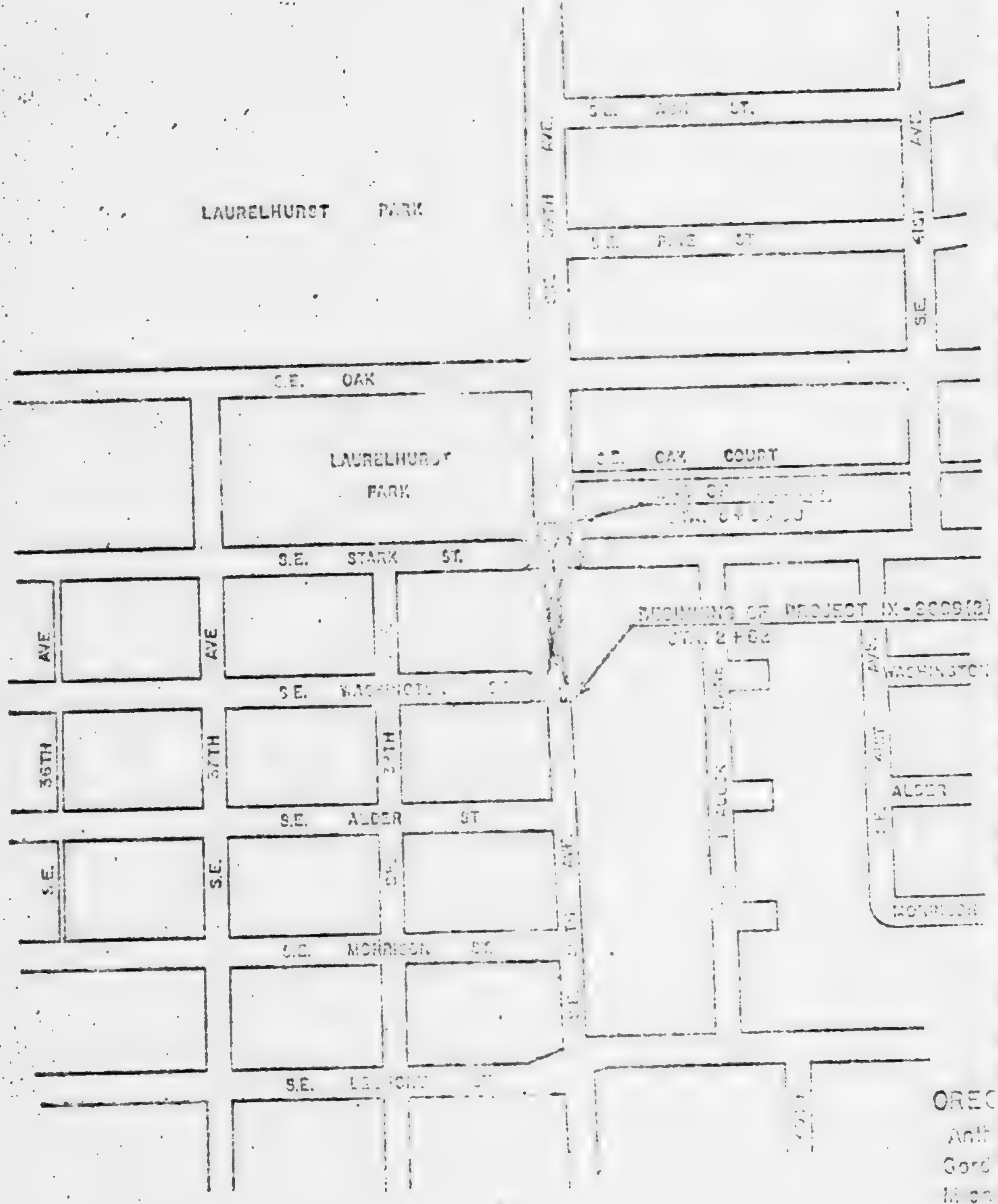
Figure 2

Construction Equipment Noise Ranges





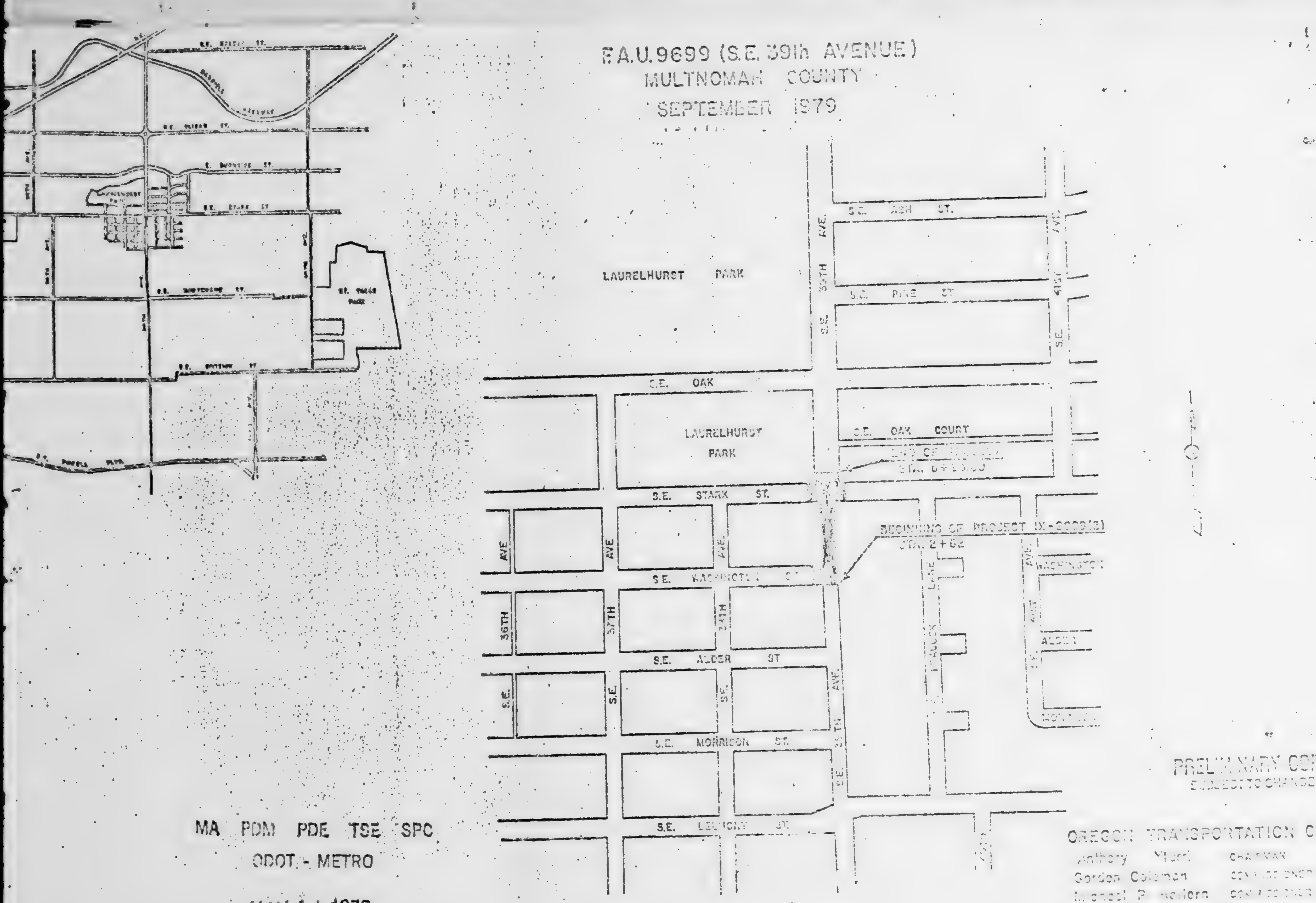
F.A.U. 9699 (S.E. 39th AVENUE)
MULTNOMAH COUNTY
SEPTEMBER 1979


LAURELHURST PARK
S.E. ASH ST.
S.E. PINE ST.
S.E. 39TH AVE.
S.E. 41ST AVE.
S.E. OAK
S.E. OAK COURT
LAURELHURST PARK
S.E. STARK ST.
BEGINNING OF PROJECT IX-9699(2)
STA. 2+62
S.E. 36TH AVE
S.E. 37TH AVE
38TH
S.E. WASHINGTON ST
S.E. ALDER ST
S.E. MORRISON ST.
S.E. BELMONT ST.
ALDER
WASHINGTON
MORRISON

OREC
Anth
Gord
Mich
Pat
Tom
Fred

MA PDM PDE TSE SPC
ODOT - METRO
MAY 11 1979
AM PPS FILE T/A

F.A.U. 9699 (S.E. 39th AVENUE)
MULTNOMAH COUNTY
SEPTEMBER 1979



S.E. WASCO ST.
S.E. GLISAN ST.
E. BURNSIDE ST.
S.E. STARK ST.
S.E. MORRISON ST.
S.E. HAWTHORNE BLVD
S.E. POWELL BLVD
MT. TABOR PARK
LAURELHURST PARK
S.E. ASH ST.
S.E. PINE ST.
S.E. 39TH AVE.
S.E. 41ST AVE.
S.E. OAK
S.E. OAK COURT
LAURELHURST PARK
S.E. STARK ST.
BEGINNING OF PROJECT IX-5005(3)
STA. 2+62
S.E. WASHINGTON ST.
S.E. ALDER ST.
S.E. MORRISON ST.
S.E. BELMONT ST.
S.E. 36TH AVE.
S.E. 37TH AVE.
S.E. 38TH AVE.
S.E. 39TH AVE.
PEACOCK LANE
WASHINGTON
ALDER

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION CO

Anthony Yturri	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred L. Klaboe	DIRECTOR OF TRA

MA PDM PDE TSE SPC
ODOT - METRO
MAY 11 1979
AM PPS FILE T/A

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9699(2)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80102

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG
OCT 16'79
REFER TO
10-16 orig Moehring
FOR
Info Invst R/D O/R Sgn Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 9-25-79	FEDERAL ROUTE NUMBER FAU 9699 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

S.E. 39th at Stark (Portland) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 2, 1979, I approve the revised preliminary engineering costs to a TEC of $18,500 with Federal participation limited to $15,800. (Increase TEC $7,700 - Federal Funds $6,600) Advice dated September 25, 1979.

DATE 9-25-79	SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-813

"yellow"
Btld

ROAD DESIGN SECTION 378-6558

August 22, 1979

Max Klotz
Technical Services Engineer, METRO

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

N.E. 33rd. Ave. @ N.E. Broadway St. & S.E. 39th Ave @ S.E. Stark St.
(Portland) (Portland)
City Street City Street
Multnomah County Multnomah County

As discussed by telephone with you on Tuesday, August 21, 1979, we are returning to you sheets 2C and 2D. Please meet with the City and have them revise the traffic protection details to eliminate the 6" x 6" timbers. These are not allowed in construction projects to control traffic. Experience nationally has been that they constitute a definite traffic hazard. I am sure this is an oversight by the City, since at one time it was a standard practice by us, as well as many other states and cities.

Also attached is Drawing 2B for the S.E. 39th Ave. project. This should be revised for the same concern as above.

DOC:mw
cc: F. Eriksen
W. G. Beard

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9823(1)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80103

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-10-79

FEDERAL ROUTE NUMBER FAU 9823

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
N.E. 33rd at Broadway (Portland) Section

GENERAL DESCRIPTION OF WORK:
Right of Way Acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. J. B. Boyd's letter of August 8, 1979 you are authorized to proceed under the provisions of FHPM 7-2-4 and my letter of August 10, 1979 with the employment of special counsel for the subject project at the specified rate of $65.00 per hour for attorney time and $25.00 per hour for legal assistance provided Title VI and VII of the Civil Rights Act of 1964 are complied with.

This authorization is contingent upon available funds within current project authorization or request for additional IX funds being submitted and granted.

No increase in obligation of funds is required at this date.

DATE 8-10-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED.

★ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-915 [illegible] city

ROAD DESIGN SECTION 378-6558

Robert N. Bothman, Administrator June 21, 1979
Metropolitan Branch

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

N.E. 33rd. Ave. at N.E. Broadway
(Portland) Sec.
City Street (N.E. 33rd. Ave.)
Multnomah County

We have reviewed the City's revised plans (shortened job) for the proposed project and are returning the Mylar sheets and one set of prints. We have shown in red on the prints our comments for bringing the plans into conformance with Federal requirements and plan standards.

The following comments are offered in addition:

1. We felt a typical section should be shown for the widening work on the left side at the beginning of the job and have added one on sheet No. 2.

2. The "Trench Sections" and "Pipe Bedding" details on Sheet No. 2A should be changed to conform with specifications which require the pipe backfill material to be 3/4"-0" aggregate base.

3. Sheet No. 3, excavation quantity is shown on Note 1 for removal work and excavation quantities are shown on the profiles. All the excavation should be shown in the profile quantities. General excavation normally includes pavements, walks, driveways, etc., within the limits of excavating work.

4. The class or strength requirement for concrete sewer pipes is not indicated. A pipe data note should be added to the plans.

5. Our traffic section indicates the paragraph at the top of page 36 in the special provisions should be deleted.

This project is on the contract letting schedule for the first quarter of 1980.

When the City has completed the corrections, please return the original mylar sheets to us.

FE:MW

1

2 210-343

RECEIVED
JUN 21 1979
ROAD DESIGN SECTION

Action

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9823(1)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80103

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 19'79
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

6-19 [illegible]

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-13-79	FAU 9823	City Street

GENERAL LOCATION:

N.E. 33rd at Broadway (Portland Section)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 2, 1979, I approve the revised preliminary engineering costs to a TEC of $22,800 with Federal participation limited to $19,550. (Increase of TEC $8,800 - Federal Funds $7,550 as per advice dated June 13, 1979.)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-13-79		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1146

326-1933 Ptld

STATE OF OREGON

METRO TECHNICAL SERVICES 238-8230
DEPT. TELEPHONE

INTEROFFICE MEMO

TO: J.H. VERSTEEG, Head
Engineering Design

DATE: May 25, 1979

FROM: K.D. LIMBOCKER
Metro Design Engineer

SUBJECT: SE 39th Ave. @ SE Stark St.
Revised Sheet 2B

Herewith revised sheet 2B, temporary protection and direction of traffic plan, and a revised estimate of cost.

The project is within the available funding.

js

Attachment

REFERRED TO
2 Beard _____ Stoudenmeyer _____
_____ Cole _____ Sample _____
1 Eriksen _____ Watson _____
_____ Hager _____ Dorn _____ Leu _____
[✓ Return] Discuss Do File Copy Due _____
BY FINAL DESIGN ENGINEER

OREGON STATE HIGHWAY DIVISION

SUBJECT: SE 39th Ave @ SE Stark St.	**TO:** Ken Limbocker
DATE: 5-24-79	**FROM:** Chuck Pietrok

Attach is the letter from Mel Mohning, May 22, 1979, the revised mylar sheet of the Temporary Protection & Direction of Traffic plan (sheet 2B) and a revised estimate. For your review and submitted to Final Design

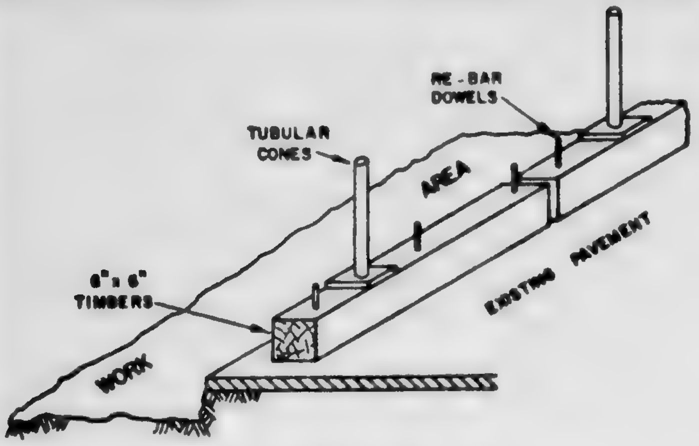
Chuck Pietrok
(SIGNATURE)

PLEASE REPLY HERE

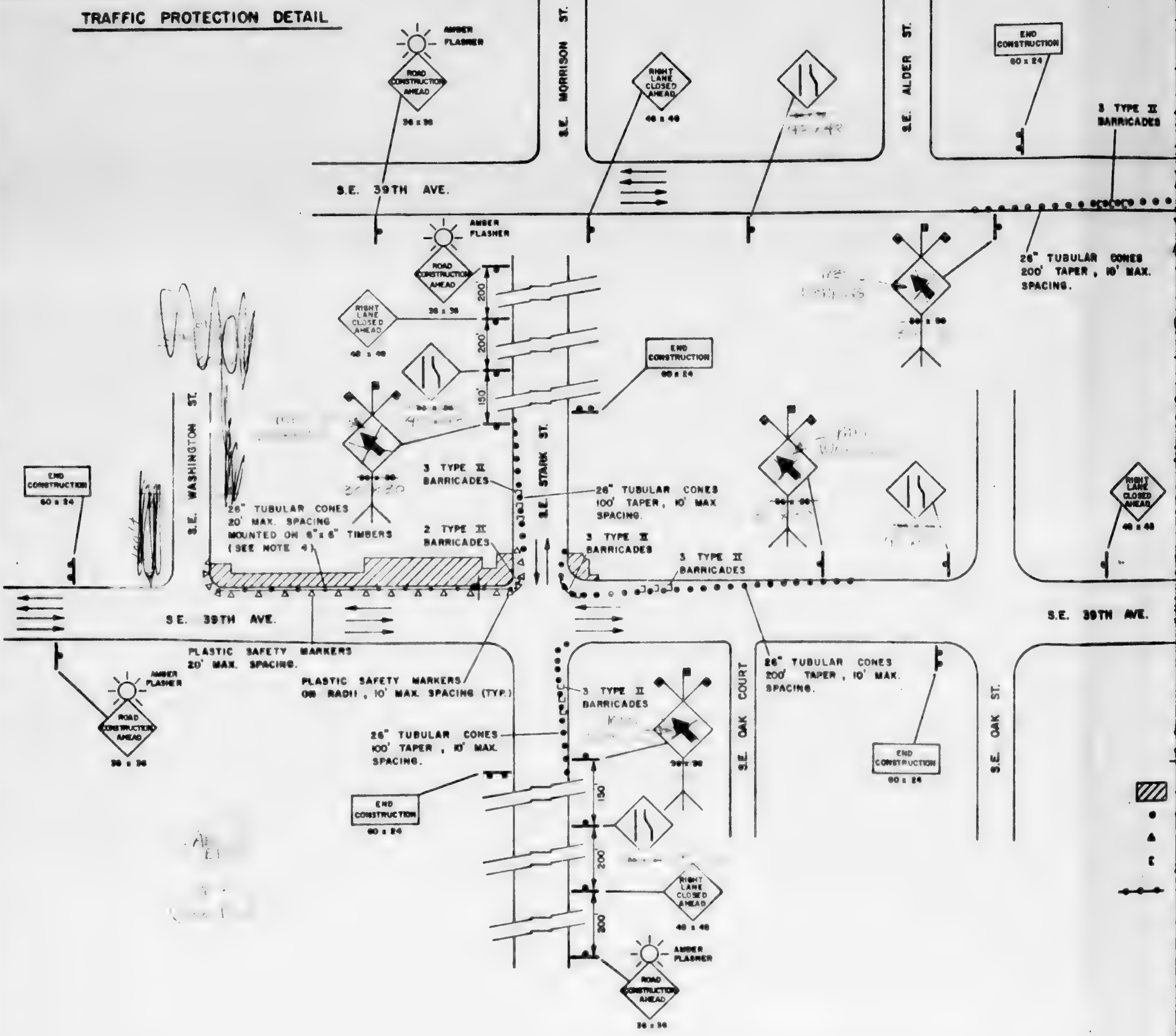
CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1


RE-BAR DOWELS
TUBULAR CONES
AREA
6" x 6" TIMBERS
EXISTING PAVEMENT
WORK

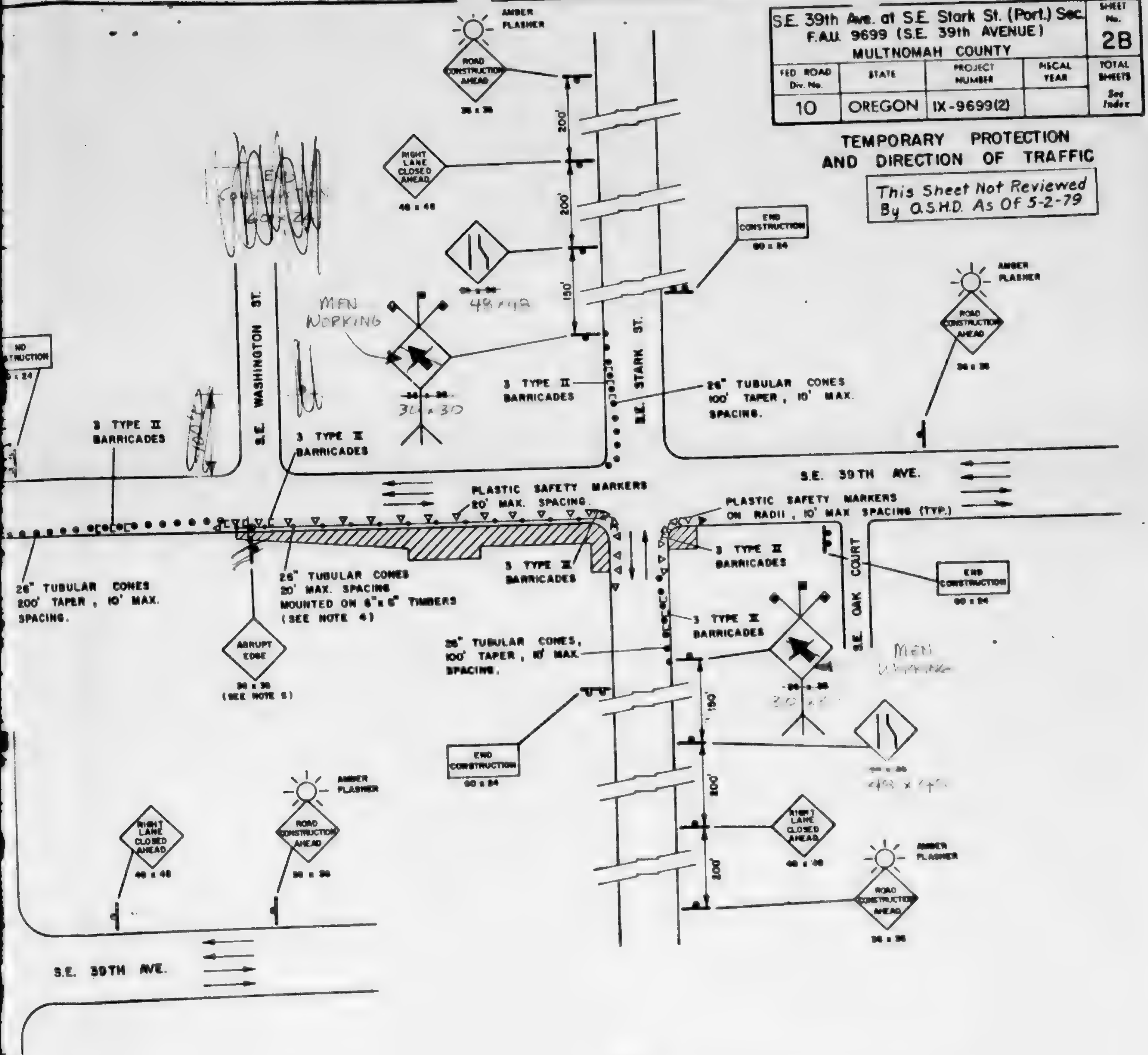
TRAFFIC PROTECTION DETAIL


S.E. MORRISON ST.
S.E. ALDER ST.
AMBER FLASHER
ROAD CONSTRUCTION AHEAD
36 x 36
RIGHT LANE CLOSED AHEAD
48 x 48
48 x 48
END CONSTRUCTION
60 x 24
3 TYPE II BARRICADES
S.E. 39TH AVE.
26" TUBULAR CONES 200' TAPER, 10' MAX. SPACING.
200'
200'
150'
36 x 36
S.E. WASHINGTON ST.
S.E. STARK ST.
3 TYPE II BARRICADES
26" TUBULAR CONES 100' TAPER, 10' MAX SPACING.
26" TUBULAR CONES 20' MAX. SPACING MOUNTED ON 6" x 6" TIMBERS (SEE NOTE 4)
2 TYPE II BARRICADES
3 TYPE II BARRICADES
3 TYPE II BARRICADES
PLASTIC SAFETY MARKERS 20' MAX. SPACING.
PLASTIC SAFETY MARKERS ON RADII, 10' MAX. SPACING (TYP.)
3 TYPE II BARRICADES
26" TUBULAR CONES 200' TAPER, 10' MAX. SPACING.
26" TUBULAR CONES 100' TAPER, 10' MAX. SPACING.
S.E. OAK COURT
S.E. OAK ST.
S.E. 39TH AVE.
150
200
200

S.E. 39th Ave. at S.E. Stark St. (Port.) Sec. F.A.U. 9699 (S.E. 39th AVENUE) MULTNOMAH COUNTY				SHEET No. 2B
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-9699(2)		See Index

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

This Sheet Not Reviewed By O.S.H.D. As Of 5-2-79

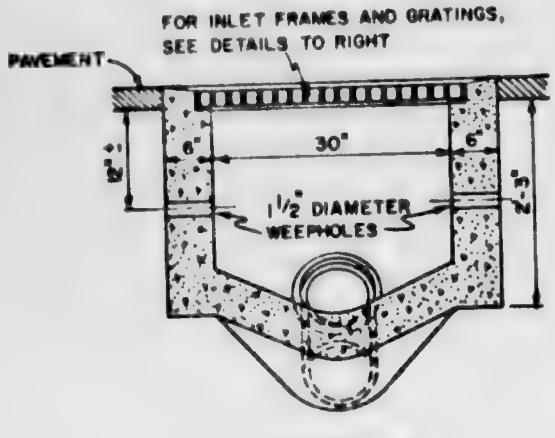

AMBER FLASHER
ROAD CONSTRUCTION AHEAD
36 x 36
200'
RIGHT LANE CLOSED AHEAD
48 x 48
200'
~~48 x 48~~
48x48
150'
END CONSTRUCTION
60 x 24
MEN WORKING
~~36 x 36~~
36x30
3 TYPE II BARRICADES
26" TUBULAR CONES 100' TAPER, 10' MAX. SPACING.
S.E. STARK ST.
S.E. WASHINGTON ST.
END CONSTRUCTION ZONE
NO CONSTRUCTION
3 TYPE II BARRICADES
3 TYPE II BARRICADES
S.E. 39TH AVE.
PLASTIC SAFETY MARKERS 20' MAX. SPACING.
PLASTIC SAFETY MARKERS ON RADII, 10' MAX SPACING (TYP.)
3 TYPE II BARRICADES
3 TYPE II BARRICADES
26" TUBULAR CONES 200' TAPER, 10' MAX. SPACING.
26" TUBULAR CONES 20' MAX. SPACING MOUNTED ON 6" x 6" TIMBERS (SEE NOTE 4)
ABRUPT EDGE
36 x 36 (SEE NOTE 5)
S.E. OAK COURT
END CONSTRUCTION
60 x 24
3 TYPE II BARRICADES
26" TUBULAR CONES, 100' TAPER, 10' MAX. SPACING.
MEN WORKING
~~36 x 36~~
30 x 30
150'
END CONSTRUCTION
60 x 24
~~36 x 36~~
48 x 48
200'
AMBER FLASHER
RIGHT LANE CLOSED AHEAD
48 x 48
200'
AMBER FLASHER
ROAD CONSTRUCTION AHEAD
36 x 36
RIGHT LANE CLOSED AHEAD
48 x 48
AMBER FLASHER
ROAD CONSTRUCTION AHEAD
36 x 36
S.E. 39TH AVE.

LEGEND

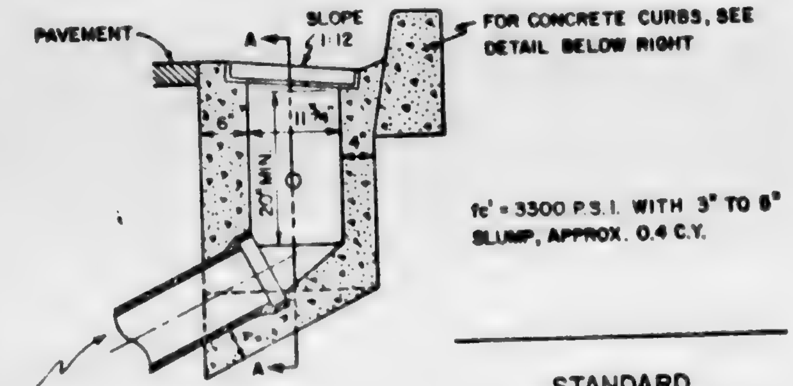
▨	WORK AREA
●	TUBULAR CONES
▲	PLASTIC SAFETY MARKERS
ꞓ	TYPE II BARRICADES
•—•—•	TUBULAR CONES MOUNTED ON 6" x 6" TIMBERS (SEE NOTE 4)

NOTES:

1. INSTALL "ROAD CONSTRUCTION AHEAD" SIGNS 100' ± IN ADVANCE OF INTERSECTIONS, FACING AND IN CLEAR VIEW OF APPROACHING TRAFFIC.
2. ANY EXISTING REGULATORY AND WARNING SIGNS THAT ARE NOT APPROPRIATE ARE TO BE COVERED.
3. ALL SIGNS TO BE TYPE "0" UNLESS OTHERWISE SPECIFIED.
4. 6" x 6" TIMBERS TO BE SECURED TO PAVEMENT BY DRILLING AND DOWELING (SEE DETAIL THIS SHEET). USE A MINIMUM OF 3 RE-BAR DOWELS PER TIMBER. PLACE TIMBERS AT PAVEMENT EDGE ALONG WORK AREA AS SHOWN, PAINT WITH HIGH VISIBILITY ORANGE AND ATTACH TUBULAR CONES TO THE TIMBERS SPACED AS SPECIFIED. TIMBERS AND CONES ARE TO REMAIN IN PLACE AT ALL TIMES DURING EACH CONSTRUCTION STAGE. — LINEAL FEET OF 6" x 6" TIMBERS REQUIRED.
5. USE "ABRUPT EDGE" WARNING SIGNS AT PAVEMENT EDGES IN WORK AREA DURING NON-CONSTRUCTION HOURS.


FOR INLET FRAMES AND GRATINGS, SEE DETAILS TO RIGHT
PAVEMENT
8" ±
6"
30"
6"
2'-3"
1 1/2 DIAMETER WEEPHOLES

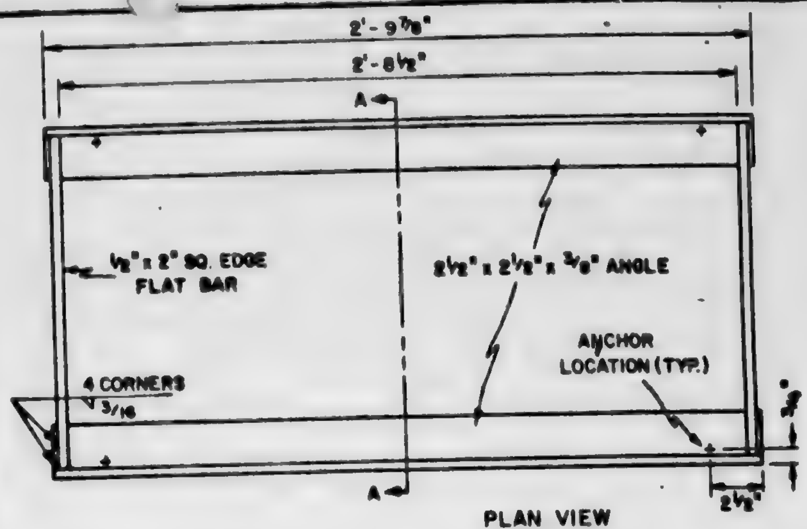
SECTION A-A


PAVEMENT
A
SLOPE 1:12
FOR CONCRETE CURBS, SEE DETAIL BELOW RIGHT
6"
11 3/4"
4"
20" MIN
A

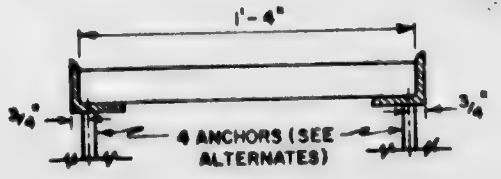
CONNECT TO MANHOLE 8' BELOW STREET GRADE OR 14" LESS THAN DEPTH OF MANHOLE, WHICHEVER IS LESS.

f'c = 3300 P.S.I. WITH 3" TO 6" SLUMP, APPROX. 0.4 C.Y.

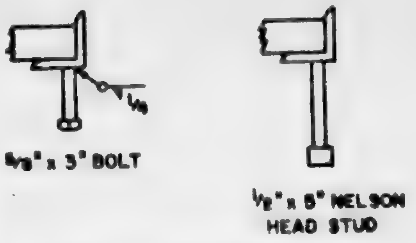
STANDARD CONCRETE INLET


2'-9 7/8"
2'-8 1/2"
A
1/2" x 2" SQ. EDGE FLAT BAR
2 1/2" x 2 1/2" x 3/8" ANGLE
ANCHOR LOCATION (TYP.)
4 CORNERS
3/16
3/8"
A
2 1/2"

PLAN VIEW


1'-4"
3/4"
4 ANCHORS (SEE ALTERNATES)
3/4"

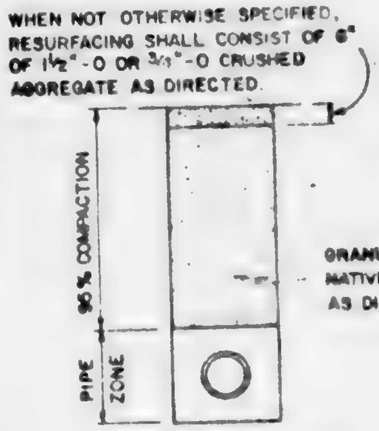
SECTION A-A


1/8
5/8" x 3" BOLT
1/2" x 6" NELSON HEAD STUD

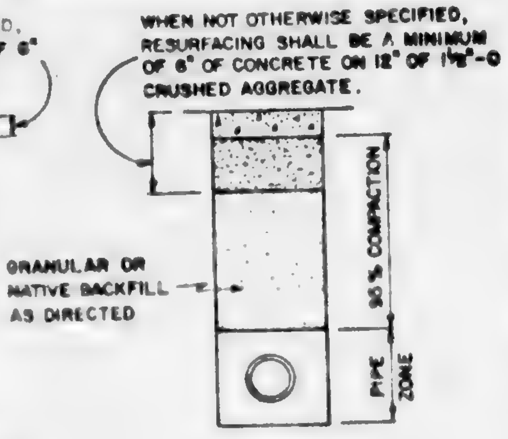
ALTERNATE ANCHORS

MATERIAL TO BE NEW STRUCTURAL STEEL, ASTM A-7, A-36 OR A-373. APPROX. WEIGHT - 55 LBS.

STANDARD INLET FRAME

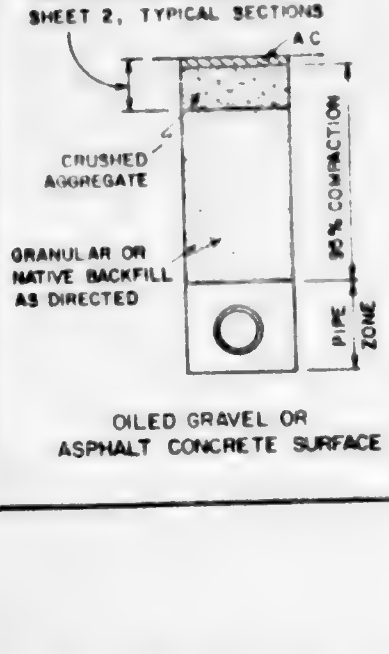

WHEN NOT OTHERWISE SPECIFIED, RESURFACING SHALL CONSIST OF 6" OF 1 1/2"-0 OR 3/4"-0 CRUSHED AGGREGATE AS DIRECTED.
95% COMPACTION
PIPE ZONE

TRAVELED UNIMPROVED STREET


WHEN NOT OTHERWISE SPECIFIED, RESURFACING SHALL BE A MINIMUM OF 6" OF CONCRETE ON 12" OF 1 1/2"-0 CRUSHED AGGREGATE.
GRANULAR OR NATIVE BACKFILL AS DIRECTED
95% COMPACTION
PIPE ZONE

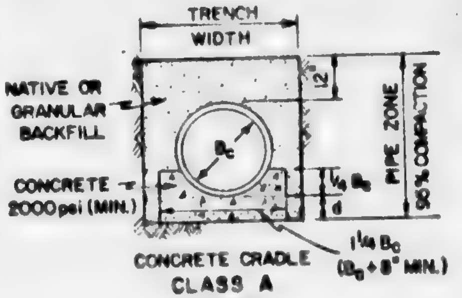
HARD SURFACE (CONCRETE)

FOR PIPE ZONE BEDDING, BACKFILL & COMPACTION REQUIREMENTS, SEE DETAILS TO RIGHT.

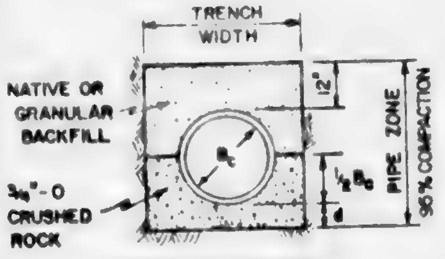

FOR SURFACING DETAILS, SEE SHEET 2, TYPICAL SECTIONS
A C
CRUSHED AGGREGATE
GRANULAR OR NATIVE BACKFILL AS DIRECTED
95% COMPACTION
PIPE ZONE

OILED GRAVEL OR ASPHALT CONCRETE SURFACE

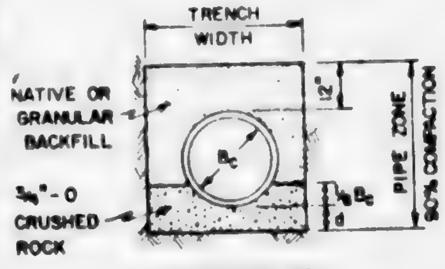
TYPICAL TRENCH SECTIONS


TRENCH WIDTH
NATIVE OR GRANULAR BACKFILL
12"
Bc
CONCRETE 2000 psi (MIN.)
1/4 Bc
d
PIPE ZONE
95% COMPACTION
1 1/4 Bc (Bc + 8" MIN.)

CONCRETE CRADLE
CLASS A
$L_f = 2.8$


TRENCH WIDTH
NATIVE OR GRANULAR BACKFILL
12"
Bc
3/4"-0 CRUSHED ROCK
1/2 Bc
d
PIPE ZONE
95% COMPACTION

GRANULAR FOUNDATION
CLASS B
$L_f = 1.9$


TRENCH WIDTH
NATIVE OR GRANULAR BACKFILL
12"
Bc
3/4"-0 CRUSHED ROCK
1/8 Bc
d
PIPE ZONE
95% COMPACTION

GRANULAR FOUNDATION
CLASS C
$L_f = 1.5$

DEPTH OF BEDDING MATERIAL BELOW PIPE	
D	d (MIN.)*
27" & SMALLER	3"
30" TO 60"	4"
60" & LARGER	6"

* FOR ROCK OR OTHER INCOMPRESSIBLE MATERIALS, THE TRENCH SHALL BE OVEREXCAVATED A MINIMUM OF 6" AND REFILLED WITH GRANULAR MATERIAL AS DIRECTED BY THE ENGINEER.

LEGEND

B_c = OUTSIDE DIAMETER
D = INSIDE DIAMETER
d = DEPTH OF BEDDING MATERIAL BELOW PIPE

COMPACTION - BEDDING & BACKFILL MATERIALS IN THE PIPE ZONE SHALL BE COMPACTED AS SPECIFIED PRIOR TO BACKFILLING THE REMAINDER OF THE TRENCH.

TRENCH STABILIZATION - WHERE DIRECTED BY THE ENGINEER, GRANULAR TRENCH STABILIZATION SHALL BE PLACED PRIOR TO PLACEMENT OF THE BEDDING. SIZE AND DEPTH ARE DEPENDENT ON SOIL CONDITIONS.

PIPE BEDDING

S.E. 39th Ave. at S.E. Stark St. (Port.) Sec. F.A.U. 9699 (S.E. 39th AVENUE) MULTNOMAH COUNTY				SHEET No. 2A
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-9699(2)		See Index

N. Portion - This Sheet

UCTURAL
R A-373.

)*

PRESSIBLE
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ATERIAL

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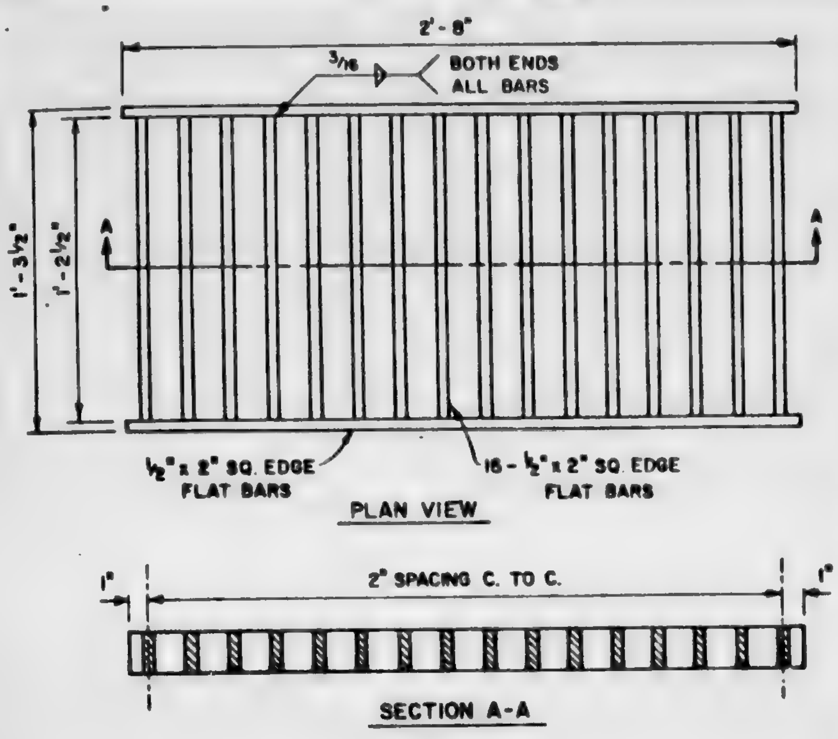
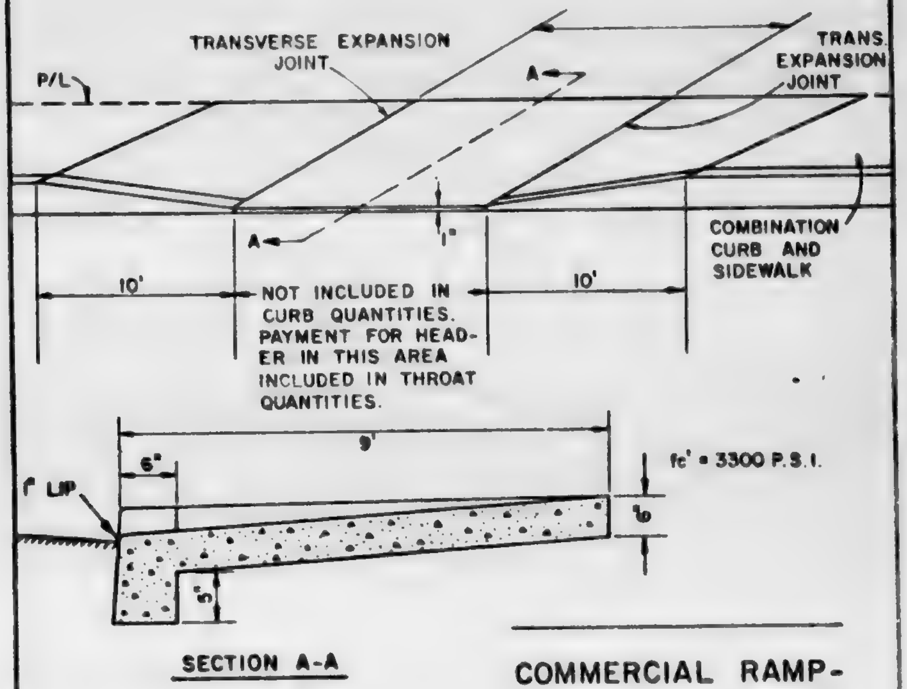

2'-8"
3/16
BOTH ENDS
ALL BARS
A
A
1'-3½"
1'-2½"
½" x 2" SQ. EDGE
FLAT BARS
16 - ½" x 2" SQ. EDGE
FLAT BARS
PLAN VIEW
1"
2" SPACING C. TO C.
1"
SECTION A-A

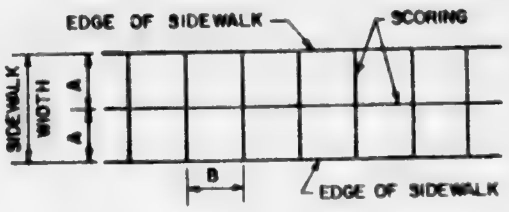
MATERIAL TO BE NEW STRUCTURAL STEEL, ASTM A-7, A-36 OR A-373. APPROX. WEIGHT - 84 LBS.

STANDARD INLET GRATING


TRANSVERSE EXPANSION JOINT
TRANS. EXPANSION JOINT
P/L
A
A
1"
COMBINATION CURB AND SIDEWALK
10'
10'
NOT INCLUDED IN CURB QUANTITIES. PAYMENT FOR HEADER IN THIS AREA INCLUDED IN THROAT QUANTITIES.
9'
6"
1" LIP
fc' = 3300 P.S.I.
6"
5"
SECTION A-A

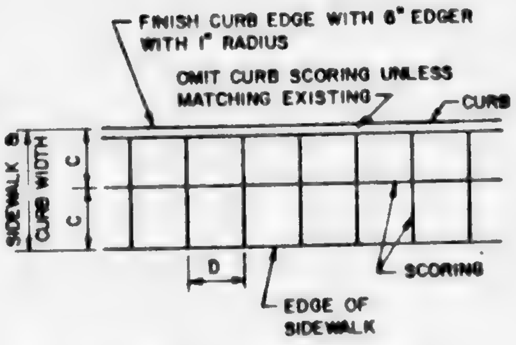
COMMERCIAL RAMP-TYPE DRIVEWAY

SIDEWALK WIDTH	A	B
5'	2.5'	3'
6'	3'	3'


EDGE OF SIDEWALK
SCORING
SIDEWALK WIDTH
A
A
B
EDGE OF SIDEWALK

SIDEWALK WIDTH	C	D
5.5	2.75'	3'
7'	3.5'	3.5'
8'	4'	4'
10'	5'	5'
*12'	4'	4'
*15'	5'	5'

* 3 TIERS REQUIRED INSTEAD OF 2.

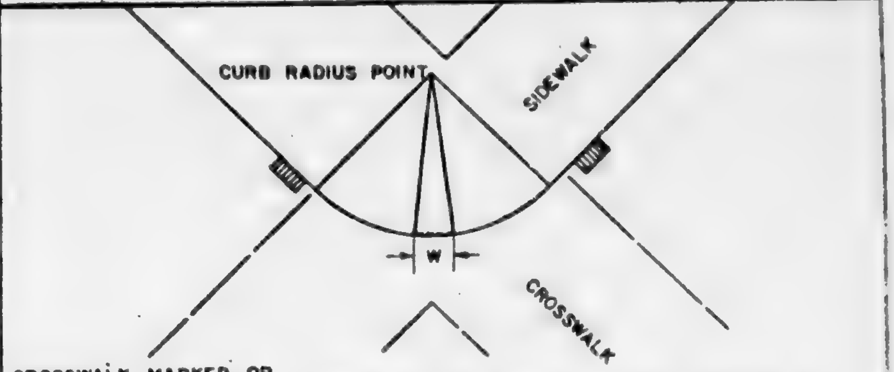

FINISH CURB EDGE WITH 6" EDGER WITH 1" RADIUS
OMIT CURB SCORING UNLESS MATCHING EXISTING
CURB
SIDEWALK & CURB WIDTH
C
C
D
EDGE OF SIDEWALK
SCORING

COMBINATION SIDEWALK & CURB

EXPANSION JOINTS NOT TO EXCEED 21'

ANY VARIANCE IN THE MARKING PATTERN MUST BE APPROVED BY THE ENGINEER 48 HOURS PRIOR TO COMMENCEMENT OF WORK.

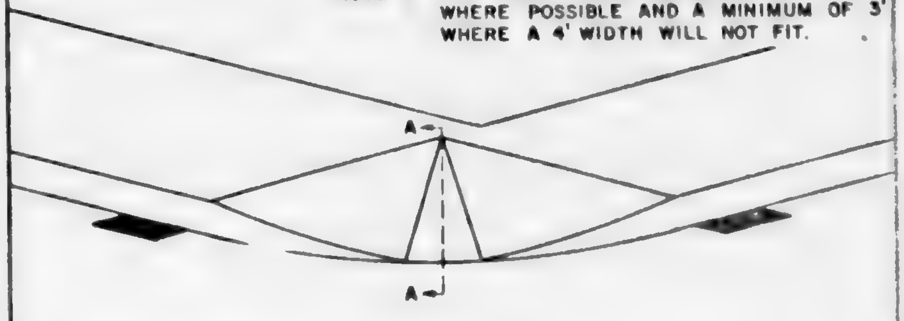
SIDEWALK SCORING PLANS

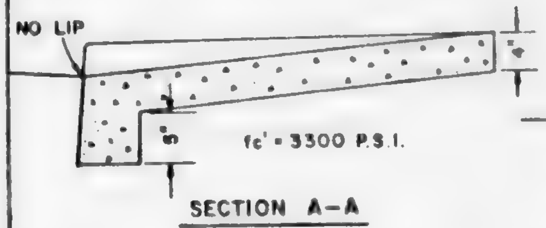

CURB RADIUS POINT
SIDEWALK
W
CROSSWALK

CROSSWALK MARKED OR UNMARKED AS DIRECTED

NOTE 1: THE RAMP SHALL BE FINISHED TO MATCH EXISTING ADJACENT SIDEWALK UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

NOTE 2: THE RAMP THROAT (W) SHALL BE 4' WIDE WHERE POSSIBLE AND A MINIMUM OF 3' WHERE A 4' WIDTH WILL NOT FIT.




NO LIP
4"
6"
fc' = 3300 P.S.I.
SECTION A-A

CURB RAMP

ALTERNATE A

FINAL DESIGN ESTIMATE

SE 39th Avenue at Stark Street
Federal Aid Project No. IX-9699(2)
Prefix No. 326-1933

Item No.	Items of Work & Materials	Quantity	Unit Measure	Unit Prices	Total $
1.	Mobilization (8% of Const	All	Lump Sum		$ 6,121
2.	Temp. Protection & Direction of Traffic	All	Lump Sum		2,700
3.	Temporary Barricades	12 ~~6~~	Each	125.00	1,500 ~~750~~
4.	Plastic Safety Markers	21 ~~14~~	Each	80.00	1,680 ~~1,120~~
5.	Temporary Signs	~~180~~ 200 ~~140~~	Sq. Ft.	10.00	2000 ~~1,800~~ ~~1,400~~
6.	6" x 6" Timber	260	Lin. Ft.	5.00	1,300
7.	Flagmen	40	Hours	19.00	760
Roadway					
8.	General Excavation	291	Cu. Yds.	12.00	3,486
9.	Class "B" and Class "C" Asphalt Concrete	293	Tons	25.00	7,325
10.	8-Inch Sewer Pipe under Pavement	182	Lin. Ft.	25.00	4,550
11.	Standard Concrete Inlets	6	Each	400.00	2,400
12.	Monolithic PCC Curb and Sidewalk	57.5	Cu. Yds.	120.00	6,864
13.	Concrete Driveways	21.0	Cu. Yds.	120.00	2,520
14.	Concrete Driveway Connection	All	Lump Sum		500
15.	Asphalt Driveway Connection	All	Lump Sum		500
16.	Move Catch Basin & Skinpatch Service Station Lot	All	Lump Sum		700
17.	Adjust Manhole	All	Lump Sum		150
Traffic Signals					
18.	Traffic Signal Installation	All	Lump Sum		40,917
					$84,177

FINAL ESTIMATE SUMMARY
SE 39TH AVENUE AT SE STARK STREET
FEDERAL AID PROJECT NO. IX-9699(2)
PREFIX NO. 326-1933

Right-of-Way Acquisition Costs		$ 25,500.00
Anticipated Items		
Permanent Traffic Signing, Marking & Striping		$ 500.00
Fire Hydrant Relocation		1,500.00
Three (3) Water Meter Relocation		1,500.00
	TOTAL	$ 3,500.00
Contract Items		
Temporary Protection and Direction of Traffic		9940.00 ~~9,730~~ $ 8,030.00
Roadway Construction		28,995.00
Traffic Signals		40,917.00
	Subtotal	$ 77,942.00
	8% Mobilization	6,235.00
	TOTAL	$ ~~84,177~~.00
Total Project Cost		
Contract Items		$ 84,177.00
Anticipated Items		3,500.00
		$ 87,677.00
	10% Contingency	8,768.00
		$ 96,445.00
	15% Construction Supervision	14,467.00
		$110,912.00
		25,500.00
R-O-W Cost		
	TOTAL	$136,412.00

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

May 22, 1979

Oregon Department of Transportation
5821 NE Glisan
Portland, OR 97213

Attn: Chuck Pietrock

Subject: SE 39th Avenue @ SE Stark Street
(Portland) Section
FAU 9699 (SE 39th Ave.)
Multnomah County

We have reviewed the Temporary Protection and Direction of Traffic plans (sheet 2B). We have made the changes we feel necessary after noting your recommendations and are returning the revised mylar sheet. We are including a revision of your estimate.

Mel Mohning Mel Mohning
Project Engineer

MM/pn

Noted By Chuck Pietrok
5-24-79

9146

Ptld

Salem, Oregon
May 16, 1979

Fred Eriksen
for
Duane O. Christensen
Final Design Engineer

Max Klotz
Metro Planning Engineer

SE 39th Ave. @ SE Stark St.
(Portland) Section
FAU 9699 (SE 39th Ave.)
Multnomah County

The Temporary Protection and Direction of Traffic plan (Sheet 2B) was recently reviewed by Final Design. We are returning a half-reduction print with our recommended revisions shown in red and the original mylar sheet.

Please arrange for the City to review the revisions and if they agree, make the changes on the original mylar and return it to us.

The signing revisions add approximately $1,700 to the project cost. One copy of the revised estimate is attached.

Verstoeg
Anderson
Sullivan
Torpin
Wakerlig

RECEIVED
16 1979
ROAD DESIGN SECTION

FE:ab
Encl. (3)
cc: Fred Eriksen

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9823(1)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80103

RECEIVED
STATE HWY ENGR
APR 5 '79
REFER TO Maehring
FOR
Info Inves R/D D/R Sign Act File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-29-79

FEDERAL ROUTE NUMBER FAU 9823

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

N.E. 33rd at Broadway (Portland) Section

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letters of December 28, 1978 and January 30, 1979, you are now authorized to proceed with all phases of right of way acquisition as outlined on R/W Map 1R-4-677, TEC $24,000 with Federal Funds limited to $20,590. Federal participation is also limited to that right of way actually incorporated in the final location.

DATE 3-29-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hoeme

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 30, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Rod Henry

FROM: Rod Henry
Assistant Right of Way Manager

SUBJECT: Oregon Project IX-9823(1)
NE 33rd & Broadway (Portland) Section
Item No. 80103
Reply to: HRW-OR

In your letter of January 3, 1979, you asked for additional comments concerning the possible relocation of a service station caused by encroachment on the pump island. We have determined that the service station pump island can remain and that the effect on the operation of the property will be minimal. The service station will not be dislocated and additional funding for relocation will not be required.

RJH:jk

cc: D. J. Luth
F. C. Lowe
Gary Zehner

Form 734 3122 (Rev. 7-77)

9 1.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 9, 1979

In Reply Refer to
File No.:

Mr. George Yerkovich
Auditor, City of Portland
Room 202 City Hall
PORTLAND OR 97204

R/W Service Agreements
#107, 108, 109
City of Portland

MISC. CONTRACTS and
AGREEMENTS No. 1
3 C 4 A 0

Dear Mr. Yerkovich:

We are returning to you two signed copies of the agreements for the following projects:

SE 39th Ave. at S. W. Stark St.
NE 33rd Ave. at Broadway
SE Glenwood-S. E. Crystal Springs Blvd.

Yours truly,

Adele L. Egan
R/W Office Unit Supervisor

AE
mp
Enc.

cc: Ed Hardt, w/c
Louis Grothaus, w/c
Local Gov't Programs, w/c
Finance, Jim Kinns, w/c
Cecil Head, w/orig.

Form 734-3122

9-16 L

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 3, 1979

In reply refer to: HRW-OR

SUBJECT: Oregon Project IX-9823(1)
NE. 33rd & Broadway (Portland) Section
Item No. 80103

FROM: G. L. Green, Division Administrator

TO: Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon

NOTED
E. S. HUNTER

Mr. Swan's letter of December 28, 1978 requested authorization to proceed with acquisitions of right of way on the subject project. It is indicated that no relocation assistance is involved. The right of way plans submitted with Mr. Swan's letter would indicate that the acquisition may make some of the service station pump islands inaccessible and could result in the need for relocation or relocation assistance. Your comments are requested concerning the effects of the acquisition on the service station property. This may necessitate additional funding for relocation. We will withhold action on your request for authorization until we receive your comments.

for
G. L. Green

cc:
ODOT (J Boyd)
ODOT (F Lowe)
ODOT (G Zehner)
ODOT (D Luth)

FAI-X

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 28, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project No. IX-9823(1)
Item No. 80103
N.E. 33rd @ Broadway (Portland) Section
Multnomah County

We hereby request authorization to proceed with the actual acquisition of right-of-way as programmed on the subject project and as outlined in red on the enclosed copy of right-of-way map No. 1R-4-677.

The estimated total cost of the right-of-way is $24,600 with an obligation of $20,590 in federal funds. The enclosed copy of Mr. Lowe's memo of December 27, 1978 indicates no relocation assistance is involved.

CL:dmc
Enc.
cc: J. Boyd
F. Lowe
G. Zemmer [illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 27, 1978

FILE: 1-A/2

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: L. C. Grothaus
Reg. R/W Supervisor

METRO

SUBJECT: File 50333

S. E. 39th Ave. at S. E. Stark St. Sec.
S. E. 39th Avenue (Portland)
Multnomah County

Attached you will find six copies each of four original option forms covering right of way to be acquired in connection with S. E. 39th Ave. at S. E. Stark St. Section of S. E. 39th Ave. in Multnomah County.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes to Frank and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of November 16, 1978.

We are attaching three prints of Map 1R-4-678 covering this area and bearing our date of November 20, 1978.

File No.	Name	Area
50333	Charles Uyeda	85 sq. ft.
		382 sq. ft.
50334	Alvin T. and Jessie D. Culley	1,536 sq. ft.
		1,458 sq. ft.
50335	Louis V. Brent et al	500 sq. ft.
50336	Alpine Oil Co.	800 sq. ft.
		1,215 sq. ft.

AC:nn
Enc. 4 Options, etc.
cc: Ed Hardt/2 prints
M. Mead/1 print & Auth. List
F. Lowe
Title/1 print
A. Riveness/Exhibit
County-City

M

Portland

Salem, Oregon
November 3, 1978

S

Floyd O. Scott
R/W Description Engineer

Chuck Pietrok
Project Coordinator
ODOT, Metropolitan District

33rd & Broadway and
39th & Stark Sections
City of Portland
Multnomah County

Attached are 2 sets each of descriptions and R/W maps for the subject sections stamped "Preliminary Copy Subject to Change". Will you please have these descriptions and maps verified by the proper parties and notify this office if any revisions are required. We will hold the originals in this office until approval is obtained, then they will be submitted to our R/W Section.

We note that an encroachment on the O.W.R. & N. Co. property at N.E. 33rd Avenue is shown on the City of Portland drawing. Is the City going to handle these encroachments? This office does not have the necessary data to do so.

RECEIVED
NOV 0 3 1978
ENGINEERING SECTION

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

FOS:cj

Attachments

96

Portland

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
September 8, 1978

Duane O. Christensen
Final Design Engineer

R. N. Bothman, Administrator
Metropolitan Branch

SE 39th Ave. @ SE Stark St.
(Portland) Section
FAU 9699 (SE 39th Ave.)
Multnomah County

We are returning one set of plans for the proposed project. The Traffic Section and Design Section have reviewed the plans and have shown their comments and suggestions marked in red on the sheets.

The through lanes and turning lanes are sub-standard and should be thoroughly reviewed and approved by all concerned parties including F.H.W.A.

Please have the corrections made and forward the tracings to us for printing of preliminary and contract plans.

We have not received any proposals for Special Provisions to the contract specifications, perhaps these could be included when the tracings are forwarded to us.

This project is presently scheduled for a fiscal second quarter, 1980, contract letting.

FE:ab
cc: L. E. George
Chuck Pietrock
Fred Eriksen

____Versteeg____
____Christensen____
____George____
____Olson____
____Terpin____
✓ Sullivan____
____Scott____
____Savage____

RECEIVED
SEP 11 1978
ENGINEERING SECTION

____Trout____
Do Not File ☐
Return To____
Bring Up____/____/____
Action____

STATE OF OREGC

INTEROI CE MEMO

Portland

TO: Mr. Duane O. Christensen
Final Design Engineer

DATE: August 7, 1978

SUBJECT:

N.E. 33 & Broadway Section
City Street, FAU 9823
Multnomah County

L. L. Wallace

FROM: L. L. Wallace
Assistant Structural
Design Engineer

We have reviewed Sheets 6 through 9 of the subject project and our comments and suggestions are as follows.

The following general notes should be added:

1. All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

2. Bridge designed for HS20-44 live loading.

3. Concrete members designed by load factor design method.(If used.)

4. All reinforcing steel shall conform to ASTM Specification A615. Bars 3 through 7 shall be Grade 40. Bars 8 through 14 shall be Grade 60. Splice lengths, unless otherwise noted, shall be:

Bar	
3-7	24d (1-0 min.)
8 & 9	48d
10 & 11	60d
14	not permitted

5. Reinforcing steel shall not be fabricated until final footing elevations have been determined in the field.

6. Concrete in deck shall be Class 4500-1 1/2" (f_c = 1320 psi).

   All other concrete shall be Class 3300 - 1 1/2".

7. A construction sequence outline should be shown. This should call for beams 10, 11, and 12 to be supported during the existing concrete removal and to remain in place until the new concrete attains its design strength.

RECEIVED
AUG 09 1978
ENGINEERING SECTION

✓ Christensen
Turpin
ab copy Sullivan
Scott
Savage
Trout
To Net File
Return To
Bring Up
Action

81-125-1387

8. It would be helpful to have deck grades shown.

SHEET 6

1. Removal of existing concrete (Section C-C) should be a sufficient distance for splicing new reinforcing steel to existing steel. A detail showing disposition of existing steel where sidewalk is removed, et cetera, would be helpful.

2. A detail for patching of existing concrete deck where existing sidewalk is removed should be shown.

SHEET 7

1. Our practice is to call for a rotary non-impact type drill when placing holes in existing concrete.

2. Does the existing footing extend to the outside of the bridge as shown, or is part of the footing to be added in this contract?

SHEET 8

1. Beam dimensions for beams A-10, B-10, and C-10 should be added.

2. Splice lengths for bars G1 and G7 appear to be insufficient.

3. Reinforcing steel sketch for sidewalk-to-slab connection should be shown.

SHEET 9

1. The typical section should show a key at the construction joint.

2. The bottom layer steel in the transverse beams (typical section) does not have sufficient splice length with new steel.

3. It appears there could be a deflection problem with the 38-foot steel beam span. This could result in the transverse concrete beams carrying more load than anticipated. Has this been considered?

JA:dh

Portland

Salem, Oregon
July 31, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

L. E. George
Traffic Engineer

NE 33rd and Broadway Section
City Street FAU 9823
Multnomah County
Prefix 326-1929

We have received advance prints of the City's plan for the improvement of this intersection as an FAI-X project. The project is on the contract letting schedule for April 26, 1979.

Details for widening a structure and revising the traffic signal are included in the plans.

One copy of the plans is furnished for your information. Please review the plans and furnish us with a memo containing your comments for transmittal to the City by August 11, 1978.

FE:ab
cc: Fred Eriksen

RECEIVED
AUG 01 1978
ENGINEERING SECTION

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

Trout
Do Not File ☐
Return To
Bring Up / /
Action

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 13, 1978

Telephone 238-8226

JOHN LANG, Bureau Chief
Bureau of Street & Structural Engineering
City of Portland
400 Southwest Sixth Avenue
Portland, OR 97204

Subject: N.E. 33rd Avenue @ Broadway
City of Portland (e.4. Project)

The Oregon Department of Transportation has reviewed the improvement plans and approves use of the narrow 9.5 and 10-foot travel lanes and a 9-foot left-turn median lane.

Approval is based on the constraints imposed by the narrow structure south of Broadway over the UPRR and Banfield Freeway, the close proximity to adjacent buildings, and the excessive costs involved with developing standard lane widths.

North of Broadway on 33rd Avenue, the proposed narrow 10-foot traffic lanes and 9-foot left-turn median lane is consistent with the existing lane widths along the park.

I have reviewed your design with Cliff Christianson, Federal Highway Administration, and he concurs with our approval of the non-State standard lane widths since 33rd Avenue is not identified as a major truck route by the City.

ROBERT N. BOTHMAN
Administrator

CP/ldo

cc: F. B. Klaboe
E. S. Hunter
J. D. McClure
C. T. Pietrok

RECEIVED
TECHNICAL SERVICES
JUN 15 '78
REFER TO

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

April 28, 1978

From Bureau of Traffic Engineering, M. [illegible] Martini

To Bureau of Street and Structural Engineering

Addressed to John Lang

Subject N.E. 33rd and Broadway

Attention: Marv Hamm

The purpose of this project is to provide left turn storage lanes on N.E. 33rd Ave. and N.E. Broadway, so vehicle traffic can safely left turn onto the major streets without having to wind through narrow residential streets. The street widening will take place on N.E. 33rd with the existing curbs widened north of Broadway 14 ft., to obtain four 10 ft. through lanes and a 9 ft. left turn lane. South of Broadway, the existing curb to curb width will be widened 4 ft. by cutting the existing 12 ft. sidewalk to 8 ft., to obtain two 10 ft. curb lanes, two 9.5 ft. lanes and a 9 ft. left turn lane.

Again the question of lane widths, as per ODOT Standards, has to be considered in this project. As this bureau has previously stated with other proposed projects, under certain conditions the lane widths of urban arterials can be narrower than ODOT Standards and still operate in a satisfactorily safe and efficient manner.

This bureau feels the narrow lane widths are acceptable in this case for the following reasons:

Reason
No less than 8'
One walk only

1. It is not feasible to widen 33rd Avenue structure on the south side of Broadway, due to the existing structure over the railroad tracks and Banfield Freeway. There is a sidewalk on one side only and in our opinion the existing 12 ft. wide sidewalk should not be cut back more than 4 ft., giving an 8 ft. walking area.

2. The approach speed on N.E. 33rd from the south is zoned for 25 mph. All other approaches are zoned for 30 mph.

RECEIVED
MAY 1 1978
BUREAU OF STREET AND
STRUCTURAL ENGINEERING

These are slow speeds typical of many residential streets where lane widths and pedestrian safety is more of a problem than at the intersection in question.

3. Narrow lane widths appear at many locations throughout the city and cause no undue number of accidents, or other problems. A good example of a successful operating intersection with lane widths narrower than the widths proposed for this project, is N.E. 39th and Burnside. 39th and Burnside has four 9.5 ft. through lanes and a 9 ft. left turn slot. The accident record at this location show a constant accident record, before and after 1973, the year this intersection was restriped to its present configuration.

Same as 39th & Burnside

4. Since 1974 18 left turn accidents have occured one block north of broadway, at 33rd and Schulyer. These accidents would be eliminated by the proposed slots at Broadway.

Lt Turns now occur @ Schuyler

5. The existing lane widths on N.E. 33rd, north of Broadway, are 9 ft. wide. Since 1974 3 sideswipe accidents have been reported. With an AWDT on N.E. 33rd of 19,000 vpd, 3 sideswipe accidents do not indicate an undue hazard. This project proposes to widen these lanes to 10 ft., not ODOT Standards, but in our opinion adequate as per our previous statements.

Exg lanes narrow north of project.

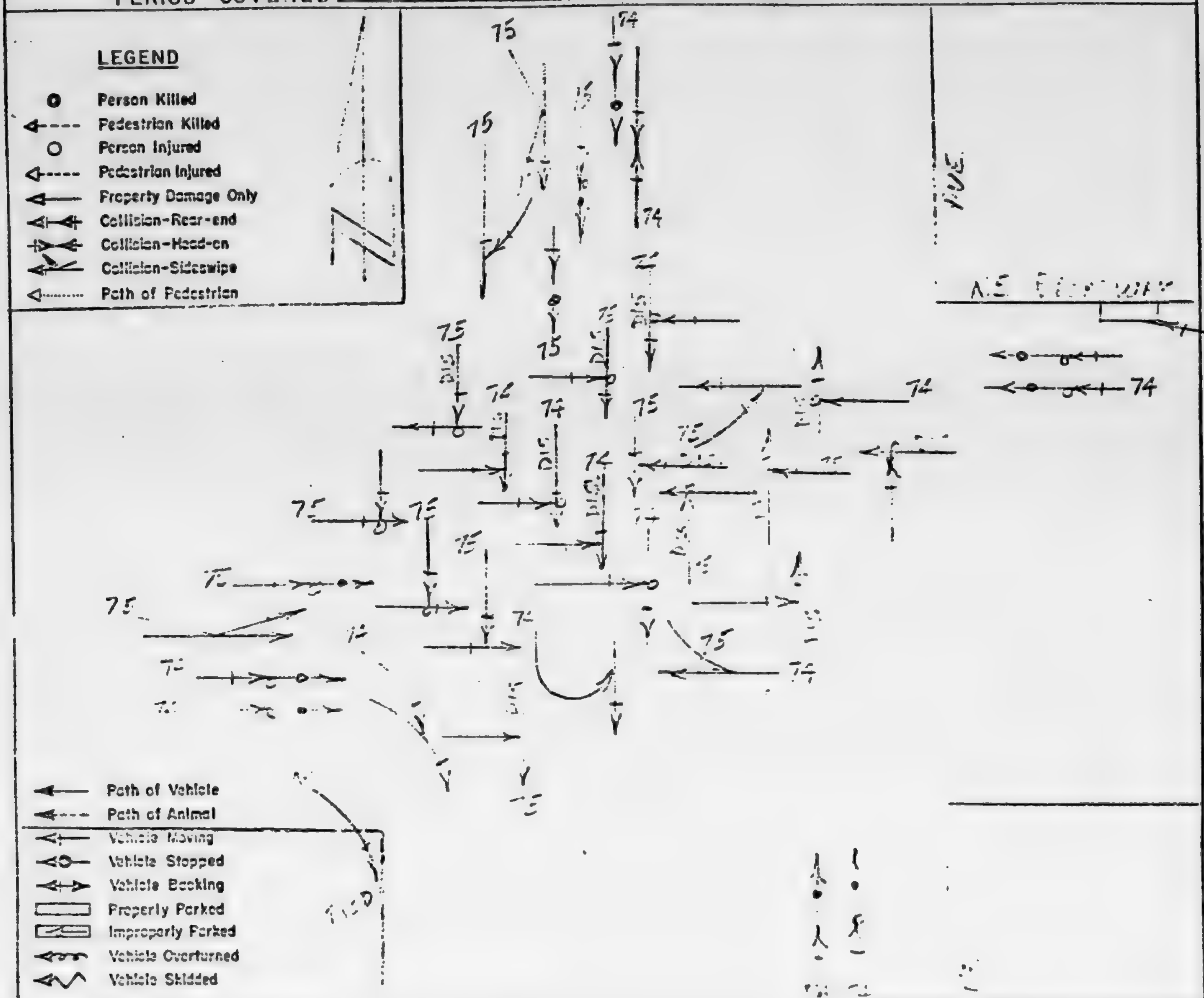
MWB:lw
enclosures

cc: Dave Magin

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION NE Broadway & [illegible] COMPILED BY [illegible]
PERIOD COVERED 1-1-74 TO 12-31-75 DATE 4-[illegible]-77

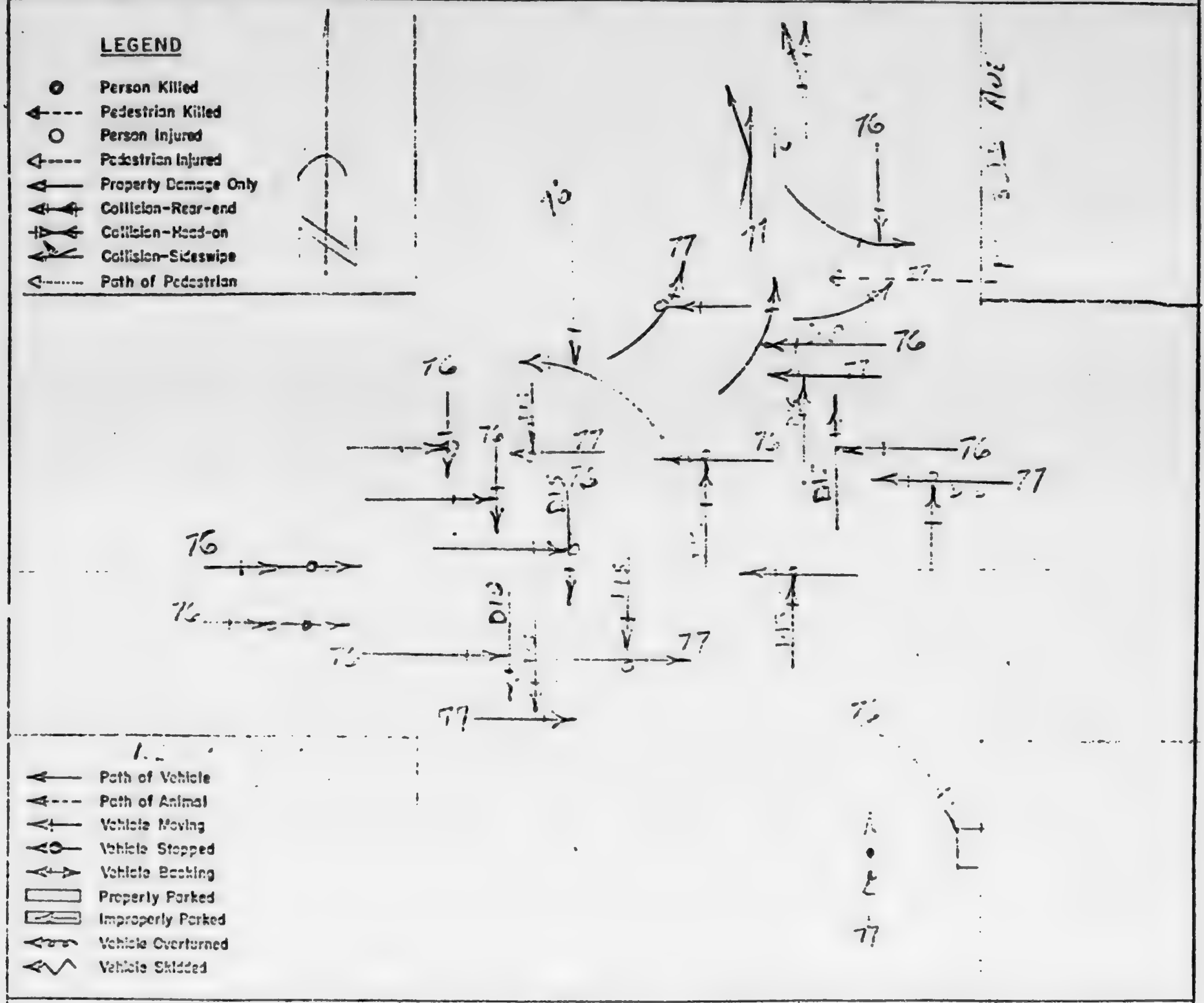

LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision-Rear-end
Collision-Head-on
Collision-Sideswipe
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
AVE
NE Broadway
75
74
FXD

COLLISION TYPE	1974				1975															
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle		5	2	7		7	4	11												
Head-on			1																	
Rear-end		3	2	5		2	1	[illegible]												
Sideswipe							2	2												
Turning Movement			2	2			2	[illegible]												
Parking																				
Non-collision																				
Fixed Object			1																	
Pedestrian																				
Backing																				
Misc																				
TOTAL		10	[illegible]	16		7	11	18												

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION [illegible] COMPILED BY [illegible]
PERIOD COVERED [illegible] -76 TO 11- [illegible] DATE [illegible] -77


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision-Rear-end
Collision-Head-on
Collision-Sideswipe
Path of Pedestrian
N
AVE
76
77
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

COLLISION TYPE	[illegible]				[illegible]															
	Fatal	Non-Fatal	Prop Damage	Total	Fatal	Non-Fatal	Prop Damage	Total	Fatal	Non-Fatal	Prop Damage	Total	Fatal	Non-Fatal	Prop Damage	Total	Fatal	Non-Fatal	Prop Damage	Total
Angle		2	[illegible]	[illegible]		4	2	[illegible]												
Head-on																				
Rear-end		1		2		1														
Sideswipe			1	1			1													
Turning Movement			2	2		1														
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian						1														
Backing																				
Misc																				
TOTAL		4	[illegible]	[illegible]		7	3	[illegible]												

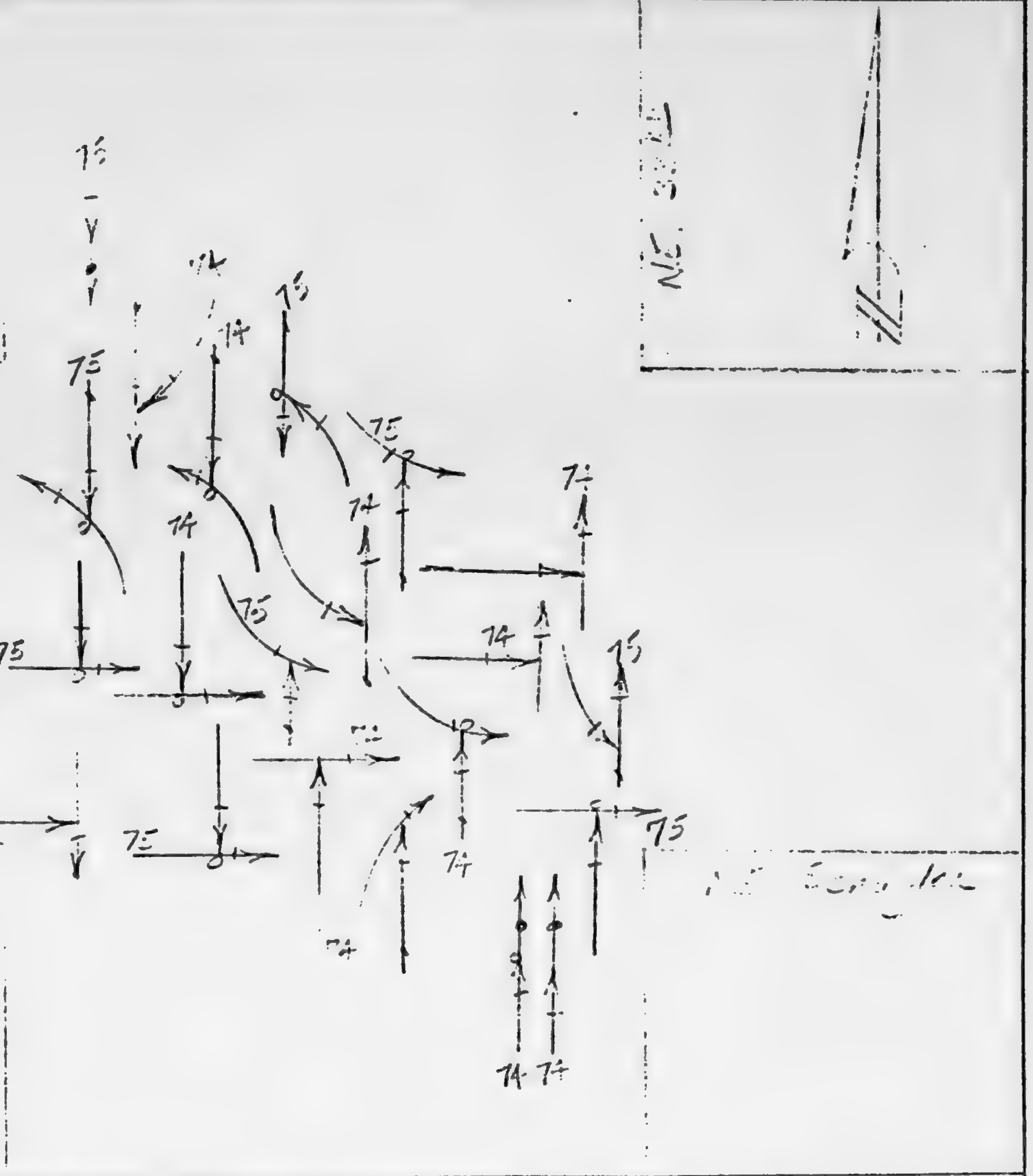
CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION [illegible] COMPILED BY [illegible]
PERIOD COVERED [illegible] TO 12-31-75 DATE [illegible]

LEGEND

- ● Person Killed
- ←--- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision-Rear-end
- Collision-Head-on
- Collision-Sideswipe
- ◁······· Path of Pedestrian

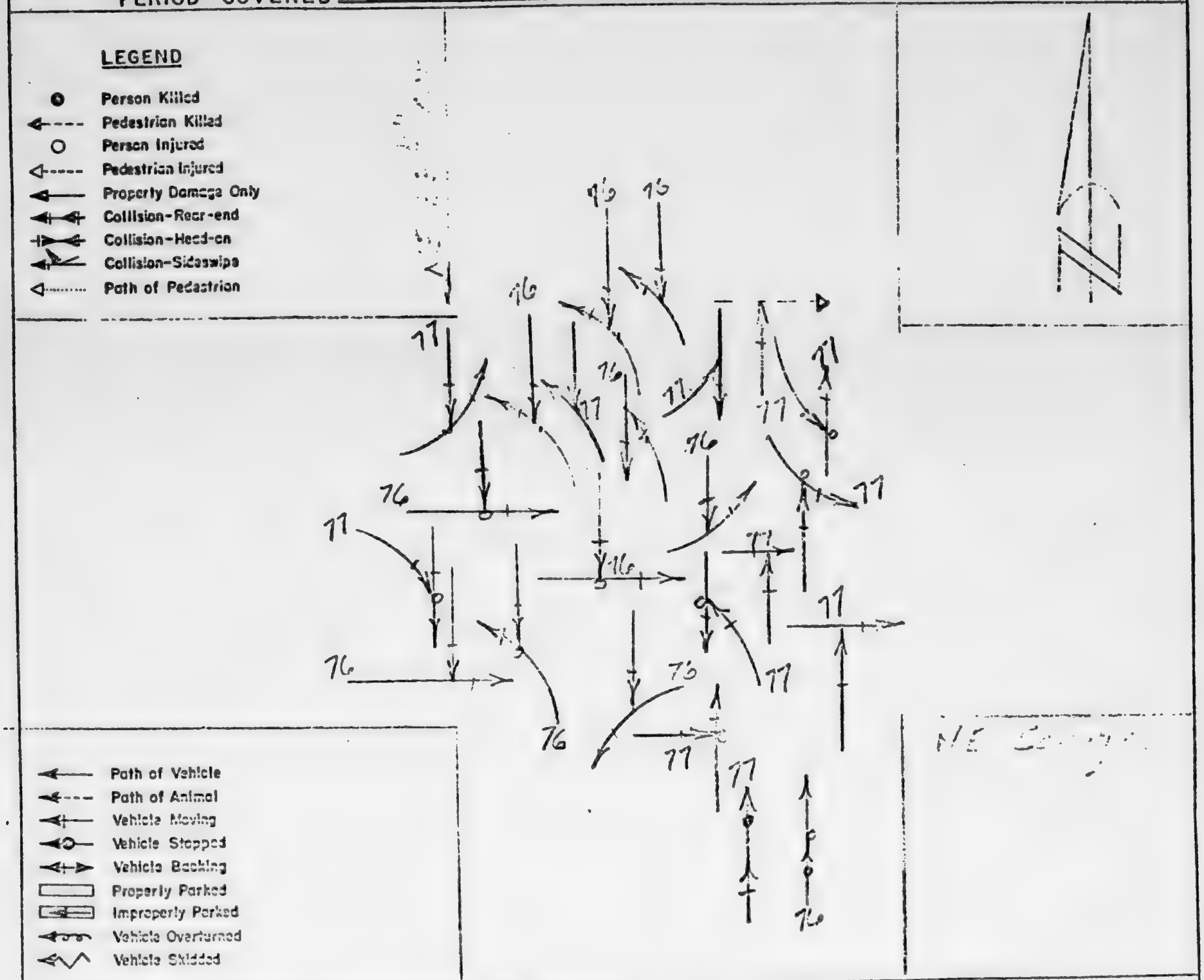


- ← Path of Vehicle
- ←--- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

COLLISION TYPE	1974				1975															
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle		1	3	4		3	1	4												
Head-on																				
Rear-end		1	1	2			1	1												
Sideswipe																				
Turning Movement		2	3	5		3	3	6												
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing			1	1																
Misc.																				
TOTAL		4	8	12		6	5	11												

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING
COLLISION DIAGRAM

LOCATION NE [illegible] COMPILED BY [illegible]
PERIOD COVERED [illegible] TO [illegible] DATE [illegible]


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision-Rear-end
Collision-Head-on
Collision-Sideswipe
Path of Pedestrian
76
76
77
76
77
77
77
76
77
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77
77
77
76
77
77
76
76
77
77
76
77
77
76
NE [illegible]
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

COLLISION TYPE	1976				1977															
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle		3	1	4		1	2													
Head-on																				
Rear-end		1		1			1													
Sideswipe																				
Turning Movement		1	6	7		4	3													
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian						1														
Backing																				
Misc.																				
TOTAL		5	7	12		6	6	12												

L

March 28, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6360

Gentlemen:

Attached for your records are two fully executed copies of an agreement to replace fixed time signals with a fully actuated signal on S.E. Bybee Blvd. at 23rd Avenue in Portland.

Also attached are two fully executed copies of an agreement to widen S.E. 39th Avenue at S.E. Stark Street to provide for left-turn movements and upgrading traffic signals.

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Don Harwell (Agreements attached)

9/11

L.

March 10, 1978

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6359

Gentlemen:

Attached for your records are two fully executed copies of an agreement for improvement of N.E. 33rd Avenue at Broadway Street in Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Don Harwell (Agreement attached)

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

February ~~14~~, 1978

MA FDM PDE TSE SPC
ODOT - METRO
FEB 16 1978
AM PPS FILE T/A

Mr. R. N. Bothman, Metropolitan Engineer
Oregon State Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Jon Rose

Dear Mr. Bothman:

Enclosed are quadruplicate copies of agreement regarding design and reconstruction of the N. E. 33rd Avenue intersection at N. E. Broadway including left turn refuges, signal replacement and right-of-way as authorized by Ordinance No. 145093.

Will you kindly have the proper persons sign all four copies of the agreement and return two copies to the Auditor, Room 202, City Hall, Portland, 97204. All copies have been executed by the City officials.

Your prompt attention to this matter will be appreciated.

Yours very truly,

GEORGE YERKOVICH

Auditor of the City of Portland

By: Charles J. Spear

Chief Deputy Auditor

To: GERRY WIMER | Date FEB 17, '78

From: Jon Rose, METRO

[✓ Program Mgmt.] Traffic Region 1

Comments: The attached agreement has been signed by City officials, has the approval of the Metro Administrator and is returned for your further processing.

Jon Rose

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
[✓ LGE] FAE ☐ OPE ☐
FEB 22 1978
File: PM FA
TAA LG OP

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL PROJECT NO.
IX-9823(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80103

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE:
1-31-78

FEDERAL ROUTE NUMBER
FAU 9823

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:

"NE. 33rd at Broadway (Portland) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION: Including Utility preparatory Work
TEC NTE $14,000, F.F- $12,000
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-27-77 letter.
(Advice of Allotment #823-10-8-04)
dated 1-27-78

NOTED
F. B. KLABOE

DATE
1-31-78

SIGNATURE OF APPROVING OFFICIAL
G K Hossner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-9699(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80102

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-31-78	FEDERAL ROUTE NUMBER FAU 9699 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"SE 39th at Stark (Portland) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Including Utility Preparatory Work
☐ OTHER (Specify) TEC NTE $10,800, F.F- $9,200

☐ ACQUISITION OF RIGHT OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-27-77 letter.
(Advice of Allotment #823-10-8-04 dated 1-27-78)

NOTED
F. B. KLABOE

DATE 1-31-78	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626 787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: 33rd & Broadway

PNRS #: 7711 2 480

DATE : January 26, 1978

The State Clearinghouse has received additional comments from Department of Environmental Quality subsequent to our conclusion letter of December 14, 1977, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

RECEIVED
STATE HWY ENGR
FEB 13 '78
REFER TO
FOR
Info [illegible] R/D D/R Sign Act File

(☒) Please consider this letter and enclosure(s) an addendum to our previous letter.

(☒) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
E. L. Hardt, Reg. 1
W. W. Geibel, Dis. 2
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
Gary Potter
B. L. Gifford BEN GIFFORD
W. J. Hart
D. E. Swan
R. N. Bothman, Metro

11-16-77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
NOV 28 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Due Date: DEC 09 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

An Indirect Source Permit will be required.

Agency ______________________ By Anthony J George J.

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 27, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Multnomah County

Attached is support data for the following projects:

Item No.	Project No.	Section
80102	IX-9699(2)	SE 39th @ Stark (Portland)
80103	IX-9823(1)	NE 33rd @ Broadway (Portland)
80104	IX-26(12)	McLoughlin Pedestrian Underpass

We request the following:

(1) Financing for the preceding projects utilizing Interstate Substitution General Fund. Approval of this request will involve an estimated total cost and allotment of Federal funds on each project as follows:

Project No.	Total Estimated Cost	Federal Funds
IX-9699(2)	$85,000	$ 72,800
IX-9823(1)	$225,000	193,000
IX-26(12)	$ 34,500	29,600
	$344,500	$295,400

(2) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work for the following projects:

Project No.	Total Estimated Cost	Federal Funds
IX-9699(2)	$10,800	$9,200
IX-9823(1)	$14,000	$12,000

(3) Authorization on Project IX-26(12) to proceed with all phases of preliminary engineering, including utility preparatory work, in compliance with Federal regulations and the Oregon Action Plan at an estimated total cost of $34,500 with obligations of $29,600 in Federal funds.

These requests are based on the previously forwarded CRAG Resolution BC 770709 dated August 4, 1977 and Governor Straub's letter dated December 22, 1977 to your office.

One copy each of the State Clearinghouse A-95 review letter of approval for each project will be forwarded under separate action.

JLG:ljt
Att.

cc: R. N. Bothman, Metro
E. L. Hardt, Region 1
Max Klotz
✓Gary Zehner

Budget Bureau No. 41-R2067.

U.S.

Y TRANSACTION NO.

ITTED TO W.O.

FORM PR-1
(REV. 4-61)

December 27, 1977

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PORT NUMBER	PROJECT LOCATION (45 typewriter spaces) City St, 33rd @ Broadway (Portland)	ADT	PRESENT 36,050	FUTURE 35,000	YEAR 97	REGION 10	STATE NAME Oregon

RACTER OF PROPOSED WORK (35 typewriter spaces) PE, R/W, Channelization, Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTHY	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9823

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

COUNTY NAME: Multnomah

NAME OF URBAN AREA: Portland

ROUTE NO.: U

FEDERAL-AID: 9823*

STATE: City St.

U.S.: - - -

ESTIMATED PROJECT COST BY FUNDS

LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full Description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
				PE TOPICS			0.0	14,000	12,000	---	2,000 (City
				ROW			0.0	50,000	42,900	---	7,100 (Cit
				CONST (CODE) TOPICS Y008		"NE 33rd @ Broadway (Portland) Section"	0.0	161,000	138,100	---	22,900 (Cit
CODE	PREPARED BY JLG					PROJECT TOTALS	0.0	225,000	193,000	---	32,000 (Ci

PROGRAM APPROVAL DATES

REMARKS

* FAU 9823 --- 33rd
FAU 9318 --- Broadway

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

December 27, 1977

LOCATION (45 typewriter spaces) c, 33rd @ Broadway (Portland)	ADT	PRESENT 36,050	FUTURE 35,000	YEAR 97	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 023
ITEM NO.	[illegible]							

35 typewriter tion, Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER (S) IX- · NUMBER 9823 · SEQ. NO. (1)

erstate Substitutions General Funded

tland

COUNTY NAME: Multnomah
CODE: 051

PROGRAM STAGE ☐ 1 OF ☐ 2

ROUTE NO. U
FEDERAL-AID: 9823*
STATE: City St.
U.S.: - - -

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		0.0	14,000	12,000	---	2,000 (City)	
		0.0	50,000	42,900	---	7,100 (City)	
	"NE 33rd @ Broadway (Portland) Section"	0.0	161,000	138,100	---	22,900 (City)	ROW - 60' normal; Access Control-none; Parking Restrictions-Complete.
JLG	PROJECT TOTALS	0.0	225,000	193,000	---	32,000 (City)	

DATES

REMARKS

* FAU 9823 --- 33rd
FAU 9318 --- Broadway

-OVER-

N.E. 33RD @ BROADWAY (PORTLAND) SECTION

PROJECT NO. IX-9823(1)

Existing Facility: Signalized intersection.

Adjacent Sections:

North & South End: 33rd Ave is a curbed four-lane section without parking. On south end, Br. No. 7025, over the Columbia River Hwy., L 400', HC 45'.

West & East End: Broadway is a curbed four-lane section with parking on both sides.

Project Data: The proposed work is as follows:

(1) Preliminary engineering all phases including any utility preparatory work.

(2) Right-of-Way acquisition all phases.

(3) Channelization to provide left-turn lanes on 33rd and the west side on Broadway requiring striping, installation of a multiphase traffic signal. This requires widening of approximately two blocks of 33rd necessitating grade, drain, high-type pave, curbs, walks, adjustment of utilities as required and incidental work common to this type of project including widening Br. No. 7025 approximately four feet on the east side for a length of roughly 125 feet.

System Action, Airports, Railroads, Major Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 25, 1977.

FHPM 4-1-4 Requir

(a) State Cl

(b) Dist. 2

FHPM 7-7-5 Requir

(a) Public He

(b) Location/

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FHPM 4-1-4 Requirements:

(a) State Clearinghouse -- A-95 review letter of approval dated December 14, 1977.

(b) Dist. 2 Clearinghouse -- A-95 review satisfied through inclusion of project in CRAG TIP.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan.

(b) Location/Design -- Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 3.

(2) This project is included in CRAG FY 77 TIP Annual Element under CRAG Resolution BD 770709 dated August 4, 1977 and referred to as "33rd at Broadway" and shown as line Item No. 217 in the FY 78 TIP AE under Category II projects.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: SE 39th Ave at SE Stark St.

DATE: December 27, 1977

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
JAN 17 '78
REFER TO
FOR
Info Invest R&D D.R. Sign Act File

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green ✓
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J.Hart
R. N. Bothman, Metro
E. L. Hardt, Reg. 1
W. W. Geibel, Dist. 2
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7711 2 520

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
11-18-77

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
NOV 28 1977
SALEM

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 2 520 Due Date: DEC 23 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By

7711 2 520

IV. Area Has No Plan, But Has A Compliance Schedule

This project and its related land use implications must be coordinated and consistent with local efforts to develop a comprehensive plan for the City of Portland and to reach compliance with the statewide land use goals. The City has adopted a schedule and work program for reaching compliance with the statewide goals which should be recognized in coordination of this project with the jurisdiction. Consideration of the relationship between statewide goals #2 Land Use Planning and #12 Transportation etc. and the project should receive special attention. In addition, the applicant should make every effort to ensure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

12/5/77
lo

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

December 22, 1977

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, OR 97310

Dear Governor Straub:

The Columbia Region Association of Governments has approved resolutions (copies enclosed) covering the use of Mt. Hood Interstate transfer funds for three projects. I recommend your concurrence in the resolutions.

Enclosed is a draft of a letter to Glen Green, Division Administrator of the Federal Highway Administration. I will forward the necessary programming documents to the Federal Highway Administration.

Sincerely,

Robert A. Burco
Director of Transportation

Enclosures

cc Columbia Region Association
of Governments, w/enc.

bc F. B. Klaboe
H. S. Coulter
R. N. Bothman
D. H. Moehring

DES:dmc fn

RECEIVED
DOT OPERATIONS
DEC 22 '77
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

ROBERT W STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

STATE HWY ENGR
DEC 23 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

December 22, 1977

NOTED
H. S. COULTER

G. L. Green
Division Administrator
Federal Highway Administration
Standard Insurance Building
Salem, Oregon 97310

Dear Mr. Green:

I request your approval to use Interstate transfer funds for three highway projects in the Portland area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these three projects are regional priorities and have been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process. Enclosed are copies of a resolution adopted by the Columbia Region Association of Governments covering these requests.

Funding will be matched as follows:

		Federal Funds	Matching Funds
S.E. 39th @ Stark	P.E., R/W & Constr.	$ 72,800	$ 12,200
N.E. 33rd @ Broadway	P.E., R/W & Constr.	$193,000	$ 32,000
McLoughlin Pedestrian Underpass	P.E.	29,600	$ 4,900

I have directed the Oregon Department of Transportation to process further requests for funding with the Federal Highway Administration.

Sincerely,

Bob Straub
Governor

RWS/js
Enclosures
cc: Denton Kent, Executive Director
Columbia Region Assn. of Governments

BD 770709

FOR THE PURPOSE OF ESTABLISHING ADDITIONAL PROJECT PRIORITIES FOR CATEGORY II INTERSTATE TRANSFER MONIES (S.E. PORTLAND AREA)

WHEREAS, through BD 761104, the Board of Directors established two categories of projects under the Interstate Withdrawal and Transfer Process; and

WHEREAS, Category II monies through BD 761104 have been allocated as follows: A total of $16,004,600, including $301,000 for the Burnside Bridge; $4,300,000 for S.E. Portland to the eastern boundary of I-205; $395,600 for S.E. 72nd Avenue; and $11,008,000 for Powell Boulevard; and

WHEREAS, through BD 770505, precise S.E. Portland boundaries were established; and

WHEREAS, the City of Portland has now identified several projects which it wishes to funds with the $4,300,000 set aside for S.E. Portland projects; and

WHEREAS, TTAC has reviewed these projects and instructed CRAG staff to determine which projects have regional consequences and forward to the Board only those projects which were determined not to be of regional consequence; and

WHEREAS, the CRAG staff has reviewed the City's requested projects and has determined that only one has regional consequence, McLoughlin-Milwaukie Connection, $446,000 total cost, and should be held for closer review; now therefore be it

RESOLVED, the Board of Directors establishes additional Category II project priorities and respective federal monies for each as follows:

Project	Estimated Cost	Federal Cost
McLoughlin Pedestrian Crossing	$ 227,000	$ 195,220
Grand-Morrison Turning Lane	100,000	86,000
33rd and Broadway Turn Refuge	225,000	193,500
39th Avenue--Glenwood to Crystal Springs	276,000	237,360
39th and Stark Turn Refuge	85,000	73,100

Project	Estimated Cost	Federal Cost
Curb Extension Program	100,000	86,000
Corner Modification Program	24,000	20,640
Signal Replacement--Actuated S.E. Bybee and 23rd S.E. Tolman at Milwaukie, at 17th	97,600	83,940
Signal Modification, Related Lane Treatment Eight Locations--Pedestrian Bus Oriented	132,300	113,780
TOTAL ESTIMATED COST	$1,266,900	$1,089,540

RESOLVED, the Board of Directors hereby finds: The projects are in accordance with the region's continuing, cooperative comprehensive planning process, are incorporated in the Transportation Plan and Annual Element, and hereby are given affirmative A-95 approval; and be it further

RESOLVED, the Board of Directors directs and authorizes the Executive Director to forward project applications to the Governor through his Department of Transportation for his consideration and submission to USDOT and to take other action as necessary to carry out the purposes of this resolution.

ADOPTED by the Board of Directors this 4th day of August, 1977.

By ______________________

Larry Rice, Executive Director

9.

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OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

RDB 0001

APPLICANT: Department of Transportation

PROJECT TITLE: 33rd & Broadway

DATE: December 14, 1977

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

12/16/77
cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
R. N. Bothman, Metro
E. L. Hardt, Region 1
Morey Payne, Dist 2b
Paul Hartwig, Parks
Aeronautics Div.
B. L. Gifford

NOTED
H.S. COULTER

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
DEC 19 '77
REFER TO
FOR
Info | Inv | R-D | D R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

SALEM

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7711 2 480 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency ____________________ By ____________________

IV. Area Has No Plan, But Has A Compliance Schedule

This project and its related land use implications must be coordinated and consistent with local efforts to develop a comprehensive plan for the City of Portland and to reach compliance with the statewide land use goals. The City has adopted a schedule and work program for reaching compliance with the statewide goals which should be recognized in coordination of this project with the jurisdiction. Consideration of the relationship between statewide goals #12 Transportation and #2 Land Use Planning etc. and the project should receive special attention. In addition, the applicant should make every effort to ensure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

12/1/77
EH:lo

(#2)

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 18, 1977

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 S.W. Hall St.
University Center Building
Portland, OR 97201

FROM D. E. Swan Original Signed By D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: S.E. 39th Ave. at S.E. Stark St.
Highway: FAU-9699 Portland
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 19, 1977.

BLG: lml

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 E. L. Hardt
District 2 W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
NOV 22 '77
REFER TO
FOR
R.D D.R Sign Act File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One [79

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: S.E. 39th Ave. at S.E. Stark St.

11 12] PROJECT LOCATION—CITY: FAU-9699 Portland — PROJECT LOCATION—COUNTY: Multnomah — PROJECT LOCATION SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) [71

06 12] This project is to install left-turn refuge lanes on S.E. 39th Avenue at Stark [71

07 12] Street, remodel the traffic signal and install a left-turn signal phase. Addi- [71

08 12] tional right-of-way will be required along both sides of S.E. 39th between Stark [71

09 12] and Washington streets in order to provide 5 foot sidewalks. [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
73,100	------	-----	11,900	-----	85,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 12] FEDERAL PROGRAM TITLE [79: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Nov. 18, 1977

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: December — 43] DAY [44: 19 — 45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Nov. 18, 1977

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of NON-MAJOR environmental impact under Oregon's Action Plan.

CATEGORY
3 PROJECT

NON-MAJOR
IX-9699(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 31, 1977

Section S.E. 39th and Stark

Unit (if appl)

County Multnomah

City Portland

Highway S.E. 39th Avenue @ S.E. Stark

State Hwy. No. FAUS 9699

Termini: M.P.(if appl) N/A

Length Approximately 200 feet

Region I

Construction Estimate $85,000
Program Amount

B. Purpose of Project: To reduce congestion at this intersection, thereby reducing the amount of traffic utilizing neighborhood streets to bypass the intersection. Installation of a left-turn refuge and left-turn signal phase will allow traffic to flow more freely.

C. Origin & History of Project: This intersection has been identified by the Bureau of Traffic Engineering as a high accident location. In addition, congestion at the intersection has resulted in traffic utilizing adjacent neighborhood streets, raising complaints from the affected residents.

D. General Description of Project: The project is to install left-turn refuge lanes on S.E. 39th Avenue at Stark Street, remodel the traffic signal and install a left-turn signal phase. Additional right-of-way will be required along both sides of S.E. 39th between Stark and Washington streets in order to provide 5 foot sidewalks.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 4 ; Med. None ; Shldrs. None ; Parking None

Proposed: No. Lanes 4 ; Med. Turning ; Shldrs. None ; Parking None

Traffic: Existing Facility: Existing ADT 22,600* 9,000** ; Projected ADT 20,600* 6,600** ; Yr. 1990

Existing Level of Service E

Proposed Facility: Projected ADT 20,600* 6,600** ; Yr. 1990

Projected Level of Service E

* S.E. 39th
** S.E. Stark

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 5

Acres 0.04; Type of Relocation Req. None; No. N/A

Materials Source, Borrow, Waste Disposal Requirements, if any:

Local sources

Type of Structure(s):

None proposed

Brief Description of River or Stream and Type of Involvement, if any:

No involvement

Local City, County or COG priorities of project:

Included in city's Southeast Transportation Improvement Program.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No build

Other Descriptive Information or Comments: Right-of-way required for this project will consist of a 5' strip along the west side of S.E. 39th between Stark and Washington streets, and a 5' strip along the east side of S.E. 39th to maintain minimum pedestrian facilities.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: South of Stark Street there are a few patches of grass and low shrubs adjacent to S.E. 39th Avenue. North of Stark Street mature trees are located next to the parking strip at S.E. 39th Avenue as well as in an adjacent city park. Neither the roadside trees nor the park will be affected by this proposal. The project area is entirely urbanized.

2. Cultural: The area is developed with mostly well established single family residences. Commercial development is located on the south quadrants of the 39th and Stark intersection. Laurelhurst Park is located in the northwest quadrant.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Minimal - The proposed acquisition area is currently paved with concrete asphalt. Adjacent businesses are not expected to be adversely impacted.

2. Estimated Impact on Traffic Patterns: Traffic will no longer be required to travel through residential neighborhoods to execute left turns from S.E. 39th Avenue. Narrow travel lanes on S.E. 39th Avenue will result.

   Consequences--Air Quality, Noise, Safety, etc.: Air quality will improve, noise will decrease, safety will increase within the residential areas that are currently used by left turning vehicles. Possible reduced safety on 39th Avenue because of narrow travel lanes.

3. Estimated Impact on Land Use:

   None

   Consequences:

4. Expected Impact on Natural Ecological Resources: A few square feet of grass and shrubs will be removed from the east side of 39th south of Stark.

   Consequences:

   Minimal

5. Expected Impact on Cultural and Scenic Resources: Reduced neighborhood street traffic will improve residential quality for the affected area.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Improved traffic operation will have a positive impact on air quality. An Indirect Source Permit may be required.

b. Noise Standards - Noise levels will be reduced in the residential areas. Through which existing traffic movements are now occurring. An FHPM 7-7-3 noise study report is attached. The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

c. Water Quality Standards - The project will not alter existing conditions.

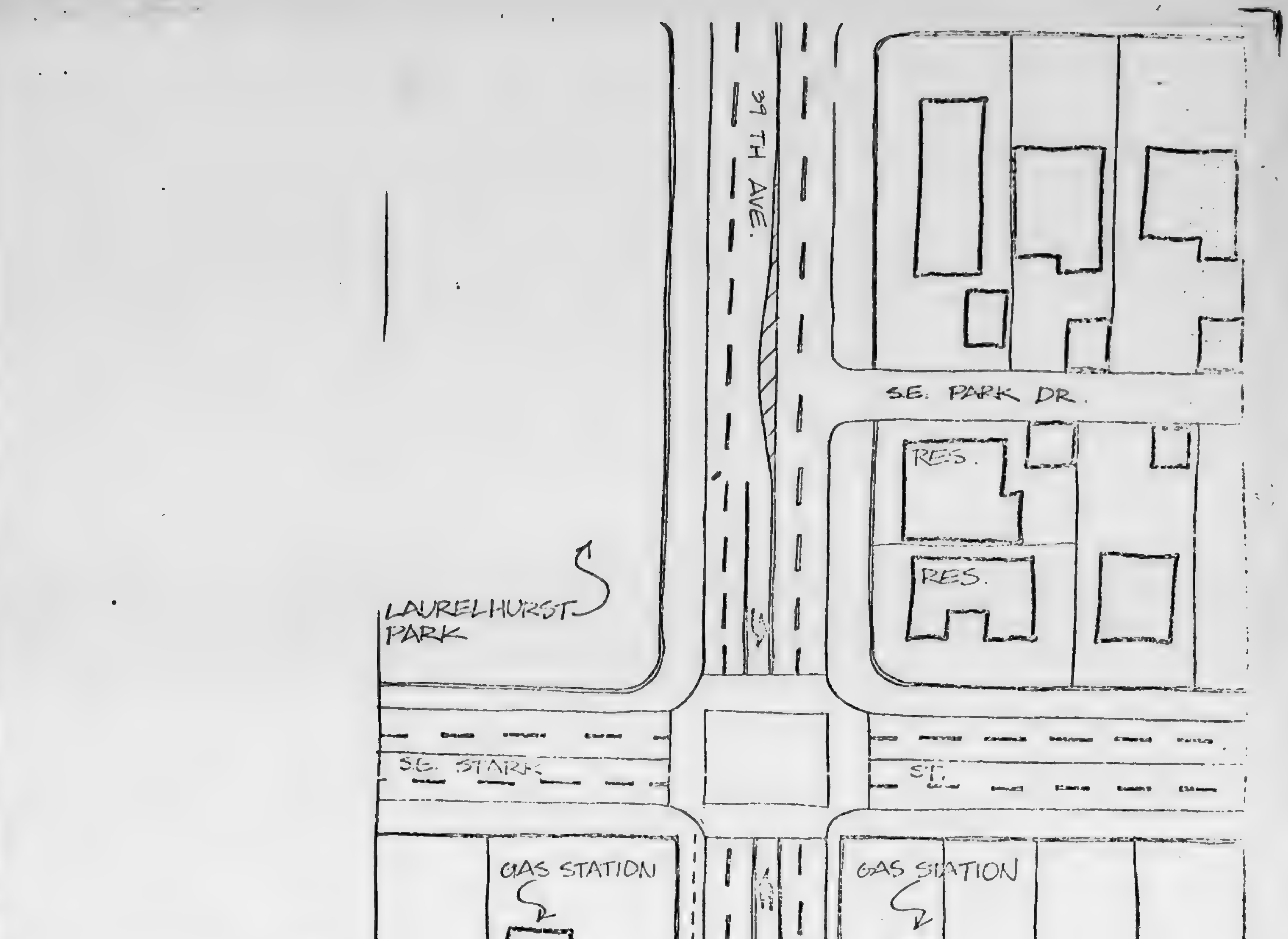
d. Area Land Use and Transportation Plans, and Zoning - Portland's Arterial Streets Policy which classifies S.E. 39th Avenue as a major city traffic street. On Regional Interim Transportation Plan.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The project will modify an existing roadway to reduce traffic flow on local residential streets. The project will not significantly affect the environment; therefore, it should be classified as a non-major action requiring an environmental assessment only.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4


39 TH AVE.
S.E. PARK DR.
RES.
RES.
LAURELHURST PARK
S.E. STARK ST.
GAS STATION
GAS STATION
5' ADJUSTED RIGHT OF WAY
NORTH
5' ADJUSTED RIGHT OF WAY
2' ADJUSTED RIGHT OF WAY
S.E. WASHINGTON ST.
39 TH AVE.

(#2) 4-2

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 16, 1977

TO **Executive Department**
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, Oregon 97201

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 2
Section: 33rd & Broadway
Highway: FAU-9823 Portland
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 15, 1977.

BLG: dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1: E. L. Hardt
District 2: W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
NOV 17 '77
REFER TO
FOR
Info | R/D | D R | Sign | At | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 33rd and Broadway			
11	12] PROJECT LOCATION—CITY FAU-9823 Portland	PROJECT LOCATION—COUNTY Multnomah	PROJECT LOCATION SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project would provide southbound & northbound left-turn refuges on NE 33rd at

06 12] Broadway. Roadway approaches would be widened. Modification of the 33rd Ave. Banfield [71

07 12] structure may be required, and will be coordinated with the Banfield Corridor study. [71

08 12] The project will also restripe for a left-turn refuge on Broadway for northbound [71

09 12] traffic. No widening will be required on Broadway. [71

10 12] (See attachment) [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	279,500	-	-	45,500	-	325,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Nov. 16, 1977

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 December 43] DAY [44 15 45] YEAR [46 1977

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: November 16, 1977

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of non-major environmental impact under Oregon's Action Plan.

CATEGORY
3 PROJECT

NON-MAJOR
IX-9823(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 15, 1977
Section 33rd and Broadway
Unit (if appl)
County Multnomah
City Portland
Highway 33rd & Broadway
State Hwy. No.
Termini: M.P.(if appl)
Length 400'
Region Metro
Construction Estimate $325,000
Program Amount

B. Purpose of Project: To provide southbound and northbound left-turn refuges at the intersection of Northeast 33rd and Broadway in order to facilitate movement of traffic on the arterial system and relieve residential streets of through traffic. And, provide a left-turn refuge on Broadway eastbound for northbound traffic to improve the effectiveness of an existing signal phase for this movement.

C. Origin & History of Project: Adjacent neighborhood streets have been adversely impacted by vehicles circumventing congestion and turning restrictions at the intersection of 33rd and Broadway.

D. General Description of Project: This project would provide southbound and northbound left-turn refuges on Northeast 33rd at Broadway. Roadway approaches would be widened. Modification of the 33rd Avenue Banfield structure may be required, and will be coordinated with the Banfield Corridor study. The project will also restripe for a left-turn refuge on Broadway for northbound traffic. No widening will be required on Broadway.

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 4 ; Med. None ; Shldrs. None; Parking None
Proposed: No. Lanes 4 ; Med. Lt turn Shldrs. None; Parking None
Traffic: Existing Facility: Existing ADT 8,950* 17,100**; Projected ADT 10,800* 24,200**; Yr. 1990
Existing Level of Service E
Proposed Facility: Projected ADT 10,800* 24,200** ; Yr. 1990
Projected Level of Service F

* 33rd
** Broadway

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 0.04 ; Type of Relocation Req. None ; No. --

Materials Source, Borrow, Waste Disposal Requirements, if any:

Local

Type of Structure(s):

Reinforced concrete deck and beam structure over Banfield Freeway.

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Included in City's Southeast Transportation Improvement Program.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No Build.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: No vegetation or wildlife habitat exists adjacent to Northeast Broadway or Northeast 33rd Avenue within the project area. The area is heavily urbanized.

2. Cultural: Commercial properties line both Broadway and 33rd Avenue within the project area. Fernwood School is located north of Schuyler Street adjacent to the west side of 33rd Avenue. The Banfield Freeway parallels Broadway 1/2 block to the south. Single family residences are located in the area north of Broadway.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: It will be necessary to remove or modify the location of gas pumps and an overhead cover structure from a service station located in the orthwest quadrant of the Broadway and 33rd Avenue intersection. The underground, fuel storage tanks may also be affected. Damage to the operation of this service station is possible.

2. Estimated Impact on Traffic Patterns: Traffic desiring to turn left will no longer be required to utilize local residential streets north of Broadway.

   Consequences--Air Quality, Noise, Safety, etc.: Air quality should improve, noise levels will fall, and safety will increase within the residential area north of Broadway.

3. Estimated Impact on Land Use:

   None

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   None

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   None

   Consequences:

6. Preliminary Identification of Areas of Critical Concern: Possible damage to the service station located in the northwest quadrant of the Broadway and 33rd Avenue intersection.

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - The project is consistent in that no significant change in air quality for the area is expected to result.

b. Noise Standards - The project will improve noise conditions by removing non-local traffic from adjacent residential streets. The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning - The project is consistent with Portland's Arterial Streets Policy which classifies Broadway as a major city traffic street, 33rd a major city traffic street south of Broadway and 33rd a neighborhood collection north of Broadway.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The proposed project will modify an existing roadway to reduce traffic on local residential streets. The project will not significantly affect the environment; therefore, it should be classified as a non-major action requiring an environmental assessment only.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

STATE OF OREGO

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: November 8, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
S.E. 39th and Stark
S.E. 39th Avenue @ S.E. Stark
Multnomah County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
~~R. R. Royer~~
Surfacing Design - Lab Bldg.
Region M : & Reg. 1
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

11-4-77

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: November 3, 1977

FROM: Gerald Wimer Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
33rd & Broadway
Multnomah County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region Metro R. N. Bothman
District 2 : W. W. Geibel
Region Metro Geologist: Dan Gano
B. L. Gifford

J H Versteeg for
11-1-77

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

Memorandum

DATE: October 28, 1977

In reply refer to: HA.6-OR

SUBJECT: Oregon Project No IX-9699(-)
SE. 39th and Stark
SE. 39th Avenue @ SE. Stark
Multnomah County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I agree with your non-major classification for this project. The assessment submitted with Mr. Wimer's October 18,1977, letter is an appropriate environmental document.

William H. Kappus
for G. L. Green

cc:
ODOT (Potter, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Reg Metro, Kaiser)

RECEIVED
STATE HWY ENGR
[illegible] 77
REFER TO
[illegible]
FOR
Info [illegible] File

2.

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BOX300
Salem, Oregon 97308

DATE: October 25, 1977

In reply refer to: HA.6-OR

SUBJECT: Oregon Project No. IX-9823(-)
33rd & Broadway
Multomah County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's 9-20-77 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

cc:
ODOT (Potter, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Reg M, Kaiser)

RECEIVED
STATE HWY ENGR
2 '77
REFER TO
FOR

orig XU

DATE: October 6, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Interstate Transfer Project Requests

On the consent calendar for the October 18 meeting will be requests from the City of Portland for approval of eight projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

The requests are for (1) a $24,000 project to modify curbs and five intersections on three streets, (2) a $446,000 project to provide a northbound connection to McLoughlin Blvd. from Milwaukie Avenue, (3) a $97,600 project to replace traffic signals at three intersections on two streets, (4) a $132,000 project to modify traffic signals at eight intersections on four streets, (5), a $100,000 curb extension project at 28 locations on six streets, (6) an $85,000 project to widen S. E. 39th Street for left-turn refuges at S. E. Stark Street, (7) a $227,000 project to construct an underpass to McLoughlin Blvd., and (8) a $225,000 project to construct left-turn refuges on N. E. 33rd Avenue and Broadway Street.

Interstate Transfer funds for these projects are estimated at $1,149,734 with the City of Portland providing all of the required $187,166 of local match.

Those projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

GEZ:lml
Att.

bc: R. A. Burco
C. W. Head
F. B. Klaboe
R. N. Bothman
D. N. Harwell
D. H. Moehring
J. H. Versteeg
E. S. Hunter
V. E. Skoog
George Bell

CITY OF PORTLAND
Proposed Interstate Transfer Project

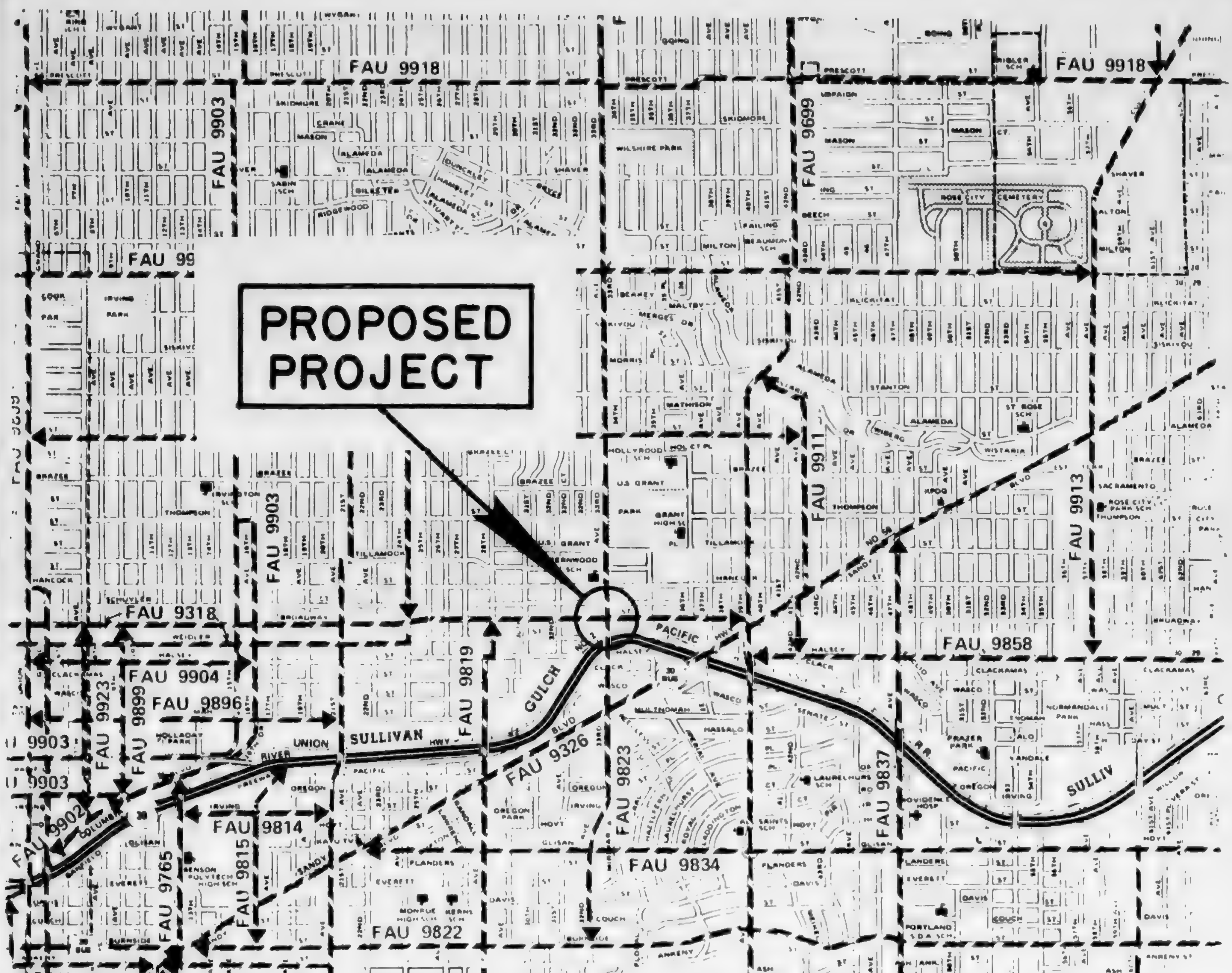
N.E. 33rd Avenue at
Broadway Street
Grade, Pave & Traffic Signals
$225,000

This project consists of constructing left-turn refuges on N.E. 33rd Avenue and Broadway Street. The existing traffic signals will be upgraded to 3-phase and will be interconnected. The existing structure on N.E. 33rd may require modification to widen the east side of the roadway approximately four feet. Right-of-way will be acquired as part of the project.

City will perform the bulk of preliminary and construction engineering.

City will provide all of the local match funds for the project.

77-h
10/6/77


PROPOSED PROJECT
FAU 9918
FAU 9903
FAU 9699
FAU 9911
FAU 9913
FAU 9318
FAU 9904
FAU 9896
FAU 9923
FAU 9899
FAU 9819
FAU 9858
FAU 9326
FAU 9823
FAU 9837
FAU 9902
FAU 9814
FAU 9815
FAU 9765
FAU 9834
FAU 9822
FAU 9818
FAU 9810
FAU 9808
FAU 9807
FAU 9811
FAU 9803
FAU 9843
FAU 9847
FAU 9366
FAU 9795
FAU 9804
FAU 9800
FAU 9796
FAU 9799
9845
9757
PRESCOTT
SKIDMORE
WILSHIRE PARK
ROSE CITY CEMETERY
IRVING PARK
ALAMEDA
HOLLYWOOD SCH
U.S. GRANT PARK
GRANT HIGH SCH
SANDY BLVD
PACIFIC HWY
UNION
SULLIVAN
GULCH
HWY
RIVER
BANFIELD
HALSEY
BROADWAY
GLISAN
BURNSIDE
LAURELHURST PARK
LONE FIR CEM
CENTRAL CATHOLIC HIGH SCH
BENSON POLYTECH HIGH SCH
WASHINGTON
BELMONT
HAWTHORNE
DIVISION
POWELL
FRANKLIN HIGH SCH
CLINTON PARK

CITY OF PORTLAND
Proposed Interstate Transfer Project

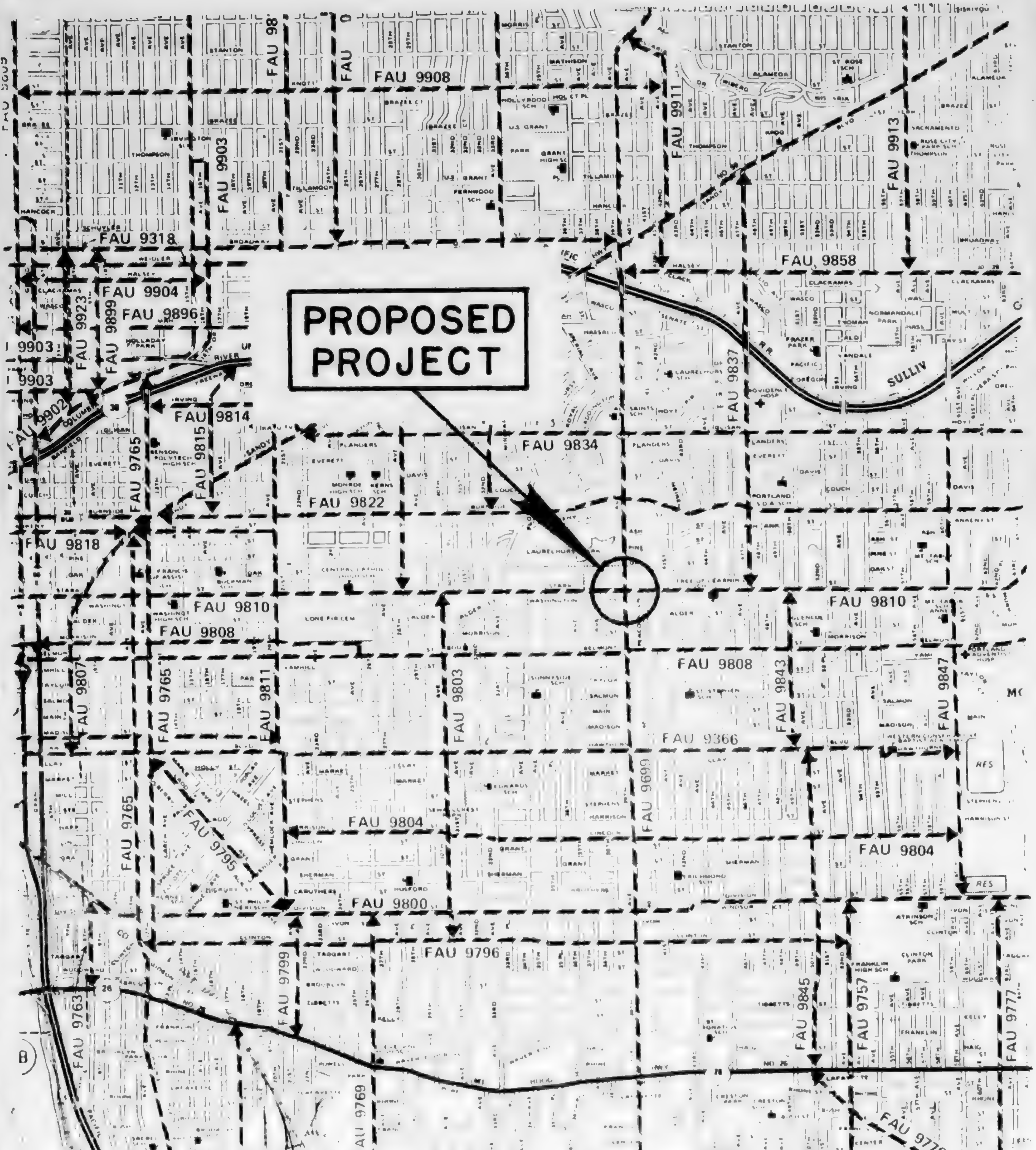
S.E. 39th Avenue at
S.E. Stark Street
Grade, Pave, Signals, Sign & Stripe
$85,000

This project consists of widening S.E. 39th Street one block south and one block north of the Stark Street intersection to provide for left-turn movements. The existing signal will be upgraded to a fully actuated, 5-phase installation.

The City of Portland will perform the bulk of preliminary and construction engineering.

City will provide all of the local match funds for this project.

77-h
10/6/77



PROPOSED PROJECT

FAU 9908
FAU 9911
FAU 9913
FAU 9903
FAU 9318
FAU 9858
FAU 9904
FAU 9923
FAU 9899
FAU 9896
FAU 9903
FAU 9902
FAU 9814
FAU 9815
FAU 9765
FAU 9834
FAU 9822
FAU 9837
FAU 9818
FAU 9810
FAU 9808
FAU 9807
FAU 9811
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Form FHWA 121 (Rev. 5-75)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 20, 1977

In reply refer to: HA.6-OR

SUBJECT: Oregon Project IX-9699(-)
PROJECT ASSESSMENT
S.E. 39th Ave.
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The project assessment submitted by Mr. Wimer on September 9, 1977, has been reviewed. I concur in your finding that the proposed project constitutes a non-major action and in the type of environmental documentation required. We also concur in your traffic noise analysis.

William A. Kappus
for G. L. Green

cc:
OSHD (Reg. Metro, Env.)
ODOT (Laux, Potter)

RECEIVED
STATE HWY ENGR
SEP 2 [illegible]
REFER TO [illegible]
FOR

Orig to

Form E-39 (Rev. 9-71)

Planning File No. ____

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.E. 39th Ave. @ Stark Street

Date September 15, 1977, 19

Highway S.E. 39th Ave.

Authorization No. 2

County Multnomah- City of Portland

Survey Prefix 326-1933 (Assigned by Salem office)

Description of termini, route, length, etc.:

Northerly end of survey is at intersection of S.E. Oak and 39th Ave.; the southerly end of survey is at intersection of S.E Alder and 39th Ave. The overall length of survey is 600 lin. ft.

Proposed:

Widen 39th Ave. for left-turn refuges and replace signal. Acquire additional R/W

Purpose of Survey:

City to perform field survey, prepare plans, specifications & estimate.

State to monitor P.E., review plans and complete PS & E.

City to perform required R/W work.

E-4 funding IX-9699(2)
CRAG approved 1-31-78
Category III

Estimate of Cost

Field Survey	(901)	1,000
Citizen Participation	(902)	
City or County	(903)	14,000
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	1,000
Soils & Geology	(910)	200
Traffic	(911)	300
Landscape	(912)	
Liaison R/W	(913)	100
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	700
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$18,500
Previous authorization	10,800
Additional authorization requested	7,700
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Robert Ewen

ROBERT T. EWEN, Metro Location Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval: Frank E. Perkin

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

N

FEDERAL AID PROJECT REQUEST

Date July 18, 1977

Applicant Agency City of Portland

Request for: Off-System ____, FAS-C ____, FAUS ____ Project "e-(4)" Project X

Federal Aid Route No. 9699 Route Name S.E. 39th Avenue

Project Name S.E. 39th and Stark

Project Length NA Project Location (Attach sketch map)

Project Description Widen SE 39th Avenue for 1 block south of SE Stark St. to provide left turn refuge for westbound traffic; restripe SE 39th for 1 block north to Stark to provide left turn refuge for eastbound traffic; replace traffic signalization.

Average Daily Traffic 22,600 SE 39th
9,000 SE Stark
Design Speed 30 m.p.h.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width * Travel Lanes 10'-12' Shoulders None

Medians None Parking Stark both sides

Sidewalks

Remarks *See sketch

2. Desired Roadway Cross Section: (Attach sketch)

Width 48 Travel Lanes 9'-10' Shoulders None

Medians None Parking No parking

Curbed Yes Length Curb Radii 15' min.

Sidewalk/Bikeway Sidewalk 5 foot minimum

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 50-80' Minimum 60'-Stark 50-39th So. Maximum 60'-Stark 80'-39th No.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Signal exists @ 39th & Stark

2. Proposed Signalization:

Location SE 39th & Stark

Type Fully Actuated
Phases 5
Type of Suspension Span wire
Interconnected Yes
Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Street Lighting Exists

2. Proposed Illumination:

Location No change, some possible relocation of poles
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure: None

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure: None

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA N/A

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Ralph Tashima Bureau of Street & Structural Engineering
2. Environmental	Ralph Tashima Bureau of Street & Structural Engineering
3. Public Hearing	Ralph Tashima Bureau of Street & Structural Engineering

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant X State ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes X No ______

If "yes," describe briefly: Preliminary engineering and construction inspection.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 29,400
Right-of-way costs (if participating)	1,800
Traffic control	43,000
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	10,800
PROJECT TOTAL	$ 85,000

Remarks ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or ______ COUNTY

By ______ Mayor

By ______ Commissioner of Public Works

By ______

By ______

By ______

1980 SE 92nd Ave.-SE Lester 9147
Ave. Sec. of E. Portland Fwy.
(grading & sound walls)

C&A 7187 12-4-79

rn ✓cc: OSHD, H. S. Coulter

0147 2

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah Clackamas	DIVISION Oregon
DATE OF REPORT 8/9/82	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-205-7(77)306
COMPLETION DATE 1-2-81	ACCEPTANCE DATE BY CONTRACT AGENCY 12/9/81	TIME ELAPSED 100 %	CONTRACT TIME 200 days
APPROVED EXTENSIONS None	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.E. 92nd AVENUE - S.E. LESTER AVENUE

E. Portland Freeway

Sound Barrier

This project provided for noise mitigation measures (sound walls and earth berms) on the North side of I-205.

Final cost slighly underran the original authorization of $594,000.

NOTED
W. E. SCHWARTZ

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STATE HWY ENGR
AUG 1[illegible] 82
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Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	ile

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE [illegible]ned by [illegible]owe T. P. Lowe		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 8-13-82	TITLE Field Operations Engineer	DATE 8-13-82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE OF OREGON
Transportation 378-8272

INTEROFFICE MEMO

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JAN 8 '82
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

TO: H. S. Coulter
State Highway Engineer

FROM: Robert E. Royer, Assistant Director
Policy and Planning

DATE: January 8, 1982

File No.: PLA

SUBJECT: I-205 Mt. Scott Noise Barrier Demonstration Project

R

You and Larry asked several questions concerning this demonstration.

The 40,000 was 8% of cost

Lary stated, *"that the report concludes that costs were reasonable and acceptable, however, no rational is developed on what to base this conclusion"*. The implied question is: *"What was the rational?"* First, the participating neighborhood group pledged $40,000 to have the noise barrier constructed. It must have been worth that amount of money to them. In actuality, it cost 40% less to complete the project. Again, from their perspective, the cost must be reasonable. From the Highway Division's perspective, I trust, we would not design something that would not result in a reasonable cost.

Dealing with the acceptability aspect, the group that contributed the money found the project beneficial and effective in noise abatement and acceptable in appearance. I think the survey pointed out that they certainly thought it was acceptable.

We do not have any evaluation on its cost-effectiveness. Whether or not that money could have been spent in other areas and produced a more meaningful result is not contained in the report, nor was it evaluated.

Bob
I agree with your recommendation.
HSC

You asked if an economic evaluation on property values was made with and without the noise barrier. We made a special effort to try to address this issue. That effort did not result in any meaningful findings. First, to obtain this type of information from an individual household would have been sensitive. And, secondly, outside factors such as the housing market and county assessor assessment techniques made it impractical to make this type of an evaluation.

You questioned why we should consider a change in the policy. The only reason to change a policy would be that it does not say what you want it to. I think three courses of action could be taken.

1. Take Larry's recommendation and let the policy remain as it is until a stronger need develops to cause a change.
2. Liberalize the policy and encourage the use of private and local funds for retrofitting certain portions of our highways.

3. Take Ed Hunter's recommendation to eliminate any possibility of this type of project in the future.

When we began this demonstration there was some concern that people putting their own money into the project would be disappointed in the results. The fear was that we would allow people to put their money into the project, become disgruntled because they were not satisfied with the results with the end result being that we had spent a lot of money to try to solve a problem and ended up with a bigger one. I think that the demonstration showed very clearly that this did not happen. People were satisfied; they got a product that was even better than they had expected.

On the other hand, it did take money away from other projects. The policy also clearly states that retrofitting the highways would be beyond our financial capability.

I definitely would not recommend liberalizing the policy. If you want to give the Region Engineers and designer stronger backing in telling the public that we will not do any retrofit projects at all as Ed suggests, then I think we ought to change the policy. That is why the policy was adopted in the first place. I don't know what the potential is for another private or local source to create pressures on the Commission. If there aren't any on the horizon then I think Larry's recommendation is the one we should take. In other words, my recommendation would be, *"Do not change the policy unless there is a strong likelihood that another project will be requested in the very near future"*.

RER:ap

Blair

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTER-OFFICE MEMO
DES 16

TO: R. E. Royer
Policy and Planning

DATE: November 27, 1981

FROM: Ed
E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer

SUBJECT: I-205 Mt. Scott Noise Barrier
Demonstration Project

Technical Services has reviewed the subject report as you requested in your November 4, 1981 memorandum. I am returning a copy of the report with numerous editorial comments, rewrites and questions marked in the text of the document. Revisions should be made to improve the accuracy, clarity and flow of the document before it is published by the Department.

You mention that an executive summary and "some suggested alternative courses of action" would then be forwarded to Mr. Coulter. If you mean that it is your intention to recommend revisions to the policy that may go to the Commission, then I would suggest the policy remain very strongly worded that no retrofit projects will be undertaken on completed portions of the state highway system. This position is dictated, of course, by our precarious financial situation.

Since we have a completed "demonstration" project, a revision of the policy may be appropriate in order to eliminate that connatation. If any avenue is left open for similar projects in the future, then I think the policy should require the local entity or neighborhood to provide all of the necessary matching funds.

Attachment

cc H. S. Coulter
R. N. Bothman
J. H. Versteeg
Gary Potter

RECEIVED
NOV 27 1981
PLANNING SECTION

File E.

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

L.

STATE OF OREGON

INTEROFFICE MEMO

Transportation 378-8272

TO: H. S. Coulter
State Highway Engineer

DATE: December 23, 1981

FROM: Robert E. Royer, Assistant Director
Policy and Planning

Bob

File No.: PLA

SUBJECT: I-205 Mt. Scott Noise Barrier, Demonstration Project

The attached report and executive summary of the subject demonstration project is herewith furnished for your perusal.

As you will note, the project appears to be a success not only in accomplishing satisfactory noise reductions but by being generally acceptable throughout the impacted community. It, therefore, is within the realm of probability that other similarly affected communities may approach the Transportation Commission with requests for retrofitted sound barriers. I believe the results of this demonstration project may assist the Commission in responding to these requests.

The Commission adopted a policy statement in August, 1979 which limits its actions to authorizing a demonstration project(s). You now may wish to consider recommending changes in this policy to address future situations. I would be pleased to discuss this with you in further detail.

12 24 81

JB:ap
Attachments

Report concludes costs
were reasonable & acceptable however
no rationale is developed on which to
base the conclusion. I recommend
policy be left as is until such
time as a strong need develops
to cause a change.
R

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DEC 24 '81
REFER TO
FOR

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EXECUTIVE SUMMARY OF NOISE BARRIER REPORT

Background

The construction of the Mt. Scott noise barrier was authorized by the Transportation Commission to demonstrate the effectiveness of a retrofitted noise barrier. This demonstration was in response to: (a) pressure from a neighborhood to mitigate freeway noise; and (b) a need to determine the effectiveness of retrofitted noise barriers.

A survey conducted in 1978 revealed that 1,400 miles of freeway frontage and more than 4,000 receptors were exposed to noise in excess of FHWA design noise levels. Mitigation was feasible for 170 miles of frontage. The required barriers would cost $140 million. This cost was much more than was available.

As a result, the Commission in August 1979 adopted a policy which: (a) supported vehicle noise reduction by state and federal agencies; (b) encouraged local governments to prevent incompatible land uses along highways; and (c) directed the Department to comply with FHWA noise regulations in the construction or reconstruction of highways. In addition, the policy authorized the Department to pursue demonstration project(s) utilizing local or private funds to construct noise mitigation project(s) on a completed section of the Interstate system.

The Mt. Scott Noise Barrier is such a demonstration project. In this case, a neighborhood group contributed funds toward its construction.

Barrier Description

To solve the problem of freeway noise within the Mt. Scott neighborhood, a 3,000 foot long noise barrier was constructed within the existing right-of-way between the freeway and the neighborhood. The barrier consists of an earth berm, a precast concrete wall on top of the berm for a portion of its length and a short length of prefabricated metal wall. The final cost of the barrier was $553,000. The cost to the neighborhood was $22,000. Both figures are approximately 40% less than the maximum allowed in the original budget estimates.

Effectiveness of the Barrier

To determine the effectiveness of the noise barrier, neighborhood noise levels were evaluated before and after construction. The results show that the barrier reduced noise by up to nine decibels (dBA). Also, future noise levels within the neighborhood will be below the Federal Highway Administration design noise level for residences, even after the freeway is fully open to traffic.

Description and Results of the Neighborhood Survey

The neighborhood evaluation of the noise barrier was measured by a two-part, door-to-door survey conducted throughout the impacted neighborhood. One part was conducted in March 1980 before construction of the barrier and the other exactly one year later after construction.

One hundred five of the one hundred sixty-five impacted residences were selected to be interviewed. Ninty-one residences completed interviews in the before survey. Seventy-five of these were re-interviewed in the after survey.

Responses before and after construction were compared. Many strong patterns of approval and acceptance of the barrier surfaced, especially in the areas of appearance and freeway noise mitigation. For example, only one-third of the households anticipated the barrier would be pleasing in appearance, yet after construction, over three-fourths of the households liked its appearance. Freeway noise was annoying to over one-half of the households before construction, yet only thirteen percent were bothered after construction. Additionally, forty-four percent of the households felt the barrier had increased property values.

The ability to reliably design a noise barrier which receives community acceptance was demonstrated in this project. The noise reductions correlated closely with the community's evaluation of noise reductions.

Conclusions

The demonstration has shown that private participation in the funding process for a retrofitted noise barrier can be feasible and acceptable.

The community response survey indicated conclusively that the noise barrier was successful in significantly reducing freeway noise, and the degree of recognized benefits corresponded with the degree of noise reduction. The community for the most part evaluated the barrier as more beneficial after construction than before construction.

The demonstration showed that a retrofitted noise barrier can be designed to meet the needs of a community at a reasonable and acceptable cost.

I-205 MT. SCOTT NOISE BARRIER

Report on Retrofit Demonstration Project

Anthony J. George, Jr., P.E., Environmental Section; Jay W. Blair, P.E., Policy and Planning Section, Oregon Department of Transportation.

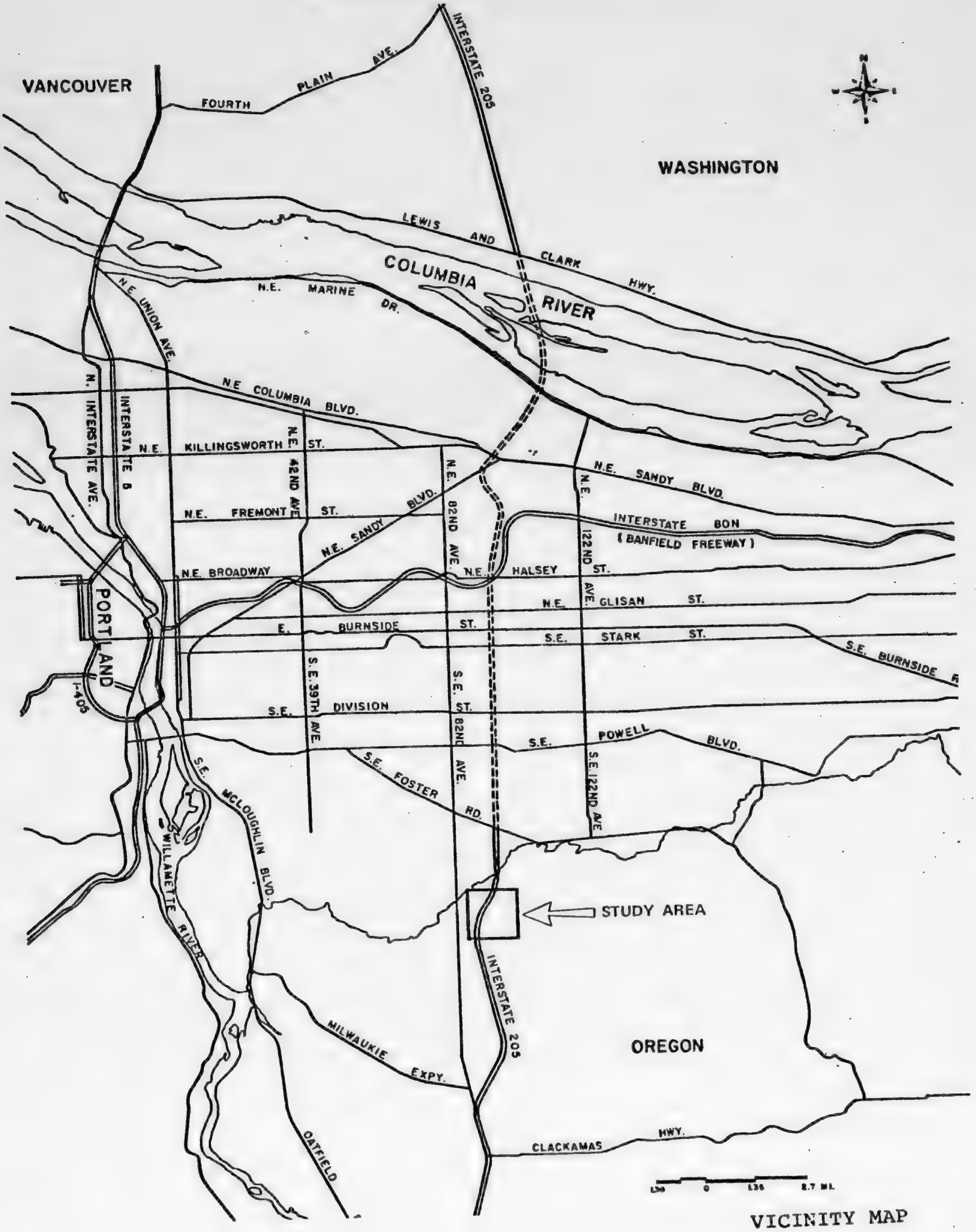
This report discusses the Mt. Scott Noise Barrier and evaluates the response of the affected community. It is the first barrier in the State to be constructed on a completed freeway as a result of a neighborhood complaint, and it is the first time a neighborhood has contributed funds for the construction of a noise barrier.

BACKGROUND

The I-205 East Portland Freeway was opened to traffic adjacent to the Mt. Scott neighborhood in January 1976 (Figure 1). The sudden increase in traffic caused significant noise increases in previously established neighborhoods. In a matter of a few months, noise complaints were received from the Mt. Scott neighborhood, followed by a petition objecting to noise and requesting the construction of noise berms or walls. Similar barriers were already under construction on a section of I-205 north of Foster Road, which was designed after the adoption of Federal Highway Administration (FHWA) noise regulations.

In the following months, there were discussions with neighborhood representatives, preliminary engineering studies, and internal staff discussions within the Department. It was determined that neighborhood noise levels were in excess of the FHWA 67 dBA design

I-205 freeway and Mt. Scott noise barrier vicinity map.


VANCOUVER
FOURTH PLAIN AVE.
INTERSTATE 205
WASHINGTON
LEWIS AND CLARK HWY.
COLUMBIA RIVER
N.E. MARINE DR.
N.E. UNION AVE.
N. INTERSTATE AVE.
INTERSTATE 5
N.E. COLUMBIA BLVD.
N.E. KILLINGSWORTH ST.
N.E. 42ND AVE
N.E. 82ND AVE.
N.E. SANDY BLVD.
N.E. 122ND AVE.
N.E. FREMONT ST.
INTERSTATE 80N
(BANFIELD FREEWAY)
N.E. BROADWAY
N.E. HALSEY ST.
N.E. GLISAN ST.
PORTLAND
E. BURNSIDE ST.
S.E. STARK ST.
S.E. BURNSIDE R
I-405
S.E. 39TH AVE.
S.E. 82ND AVE.
S.E. DIVISION ST.
S.E. POWELL BLVD.
S.E. 122ND AVE
S.E. FOSTER RD.
S.E. MCLOUGHLIN BLVD.
WILLAMETTE RIVER
STUDY AREA
INTERSTATE 205
MILWAUKIE EXPY.
OREGON
CLACKAMAS HWY.
OATFIELD
1.36 0 1.36 2.7 MI.

VICINITY MAP

Fig. 1

noise level and that noise mitigation using a berm and/or wall was feasible, but, because noise complaints were being registered in other areas of the State, and there was no policy that outlined how such complaints would be dealt with, no action was taken. The Mt. Scott neighborhood threatened legal action.

The State Transportation Commission on October 24, 1978 authorized the Department to survey all freeways in the State. The objective was to determine the extent of existing noise problems and the cost of mitigation, if all feasible noise barriers were proposed. After completion of the survey, the Commission also directed the Department to draft a statewide policy on noise.

The survey (1) was completed in 1979. It identified 1,400 miles of freeway frontage and more than 4,000 receptors (e.g., homes, appartments, schools, parks) that were exposed to noise levels in excess of FHWA design noise levels. Mitigation was determined to be feasible for 3,500 receptors, requiring 170 miles of barriers at an estimated cost of $140 million. Barrier costs and effectiveness were evaluated and summarized, but no attempt was made to rank or prioritize projects.

After the survey, a three part noise mitigation policy was drafted by the Department and presented to the Commission. The policy supported vehicle noise reduction by State and Federal agencies; encouraged local governments to prevent incompatible land uses along highways; and directed the Department to comply with FHWA noise regulations in the construction or reconstruction of highways. No noise mitigation was proposed along existing highways.

In March, 1979, when the results of the survey and the proposed policy were brought to the Transportation Commission for action, the Mt. Scott neighborhood representatives were present. They requested that the Commission not take action on the policy at this time but rather that neighborhood representatives work with the Department to evolve a policy proposal at a later date. They also offered to contribute at least one-half of the State matching share or 4% of the total barrier cost, up to a maximum of $40,000. The commission decided to take no action on the policy until the Mt. Scott neighborhood proposal could be studied.

After additional discussion with neighborhood representatives, the proposed policy was revised, and the following positions were placed in the Noise Mitigation Policy:

> Due to the magnitude of the costs involved in reducing noise on existing facilities and the overwhelming need for using all funds available for preserving a rapidly deteriorating highway system, the Department will not undertake projects at this time on completed highways, except on a demonstration basis.
>
> and
>
> The Department may pursue a demonstration project(s) to evaluate the practicality of utilizing local or private funds to construct a noise mitigation project(s) on completed section of the Interstate system.

This provided for the construction of the Mt. Scott Noise barrier without committing the Department to constructing expensive mitigation projects throughout the state. Furthermore, other communities could make proposals for miscellaneous demonstration projects.

The Transportation Commission officially adopted the revised policy in August, 1979. Following this, a final funding agreement was signed with the neighborhood, and the final barrier plans were prepared. A contract for the construction of the Mt. Scott noise barrier was awarded on June 4, 1980.

PROJECT DESCRIPTION

Noise Barrier

The Mt. Scott noise barrier is located in existing right-of way between I-205 and the Mt. Scott neighborhood (Figure 1). It is 3,000 feet long and consists of two distinct units, a combination berm and berm/wall, and a prefabricated wall on the 92nd Avenue overcrossing structure. The goal of barrier design was to block the line-of-sight between the top of the window of the dwelling units and a point 8 feet above the pavement in the far lane. Because of the extreme variation of topography and window heights, some of the structures did not receive this degree of protection. See Figures 2 thru 6.

The earth berm portion of the barrier is 2,630 feet long. It was constructed from excess earth material excavated from a nearby I-205 project. As a means of minimizing the cost of the barrier, 1,350 lineal feet of the berm was reduced in size, and a precast concrete wall was placed on top of the berm.

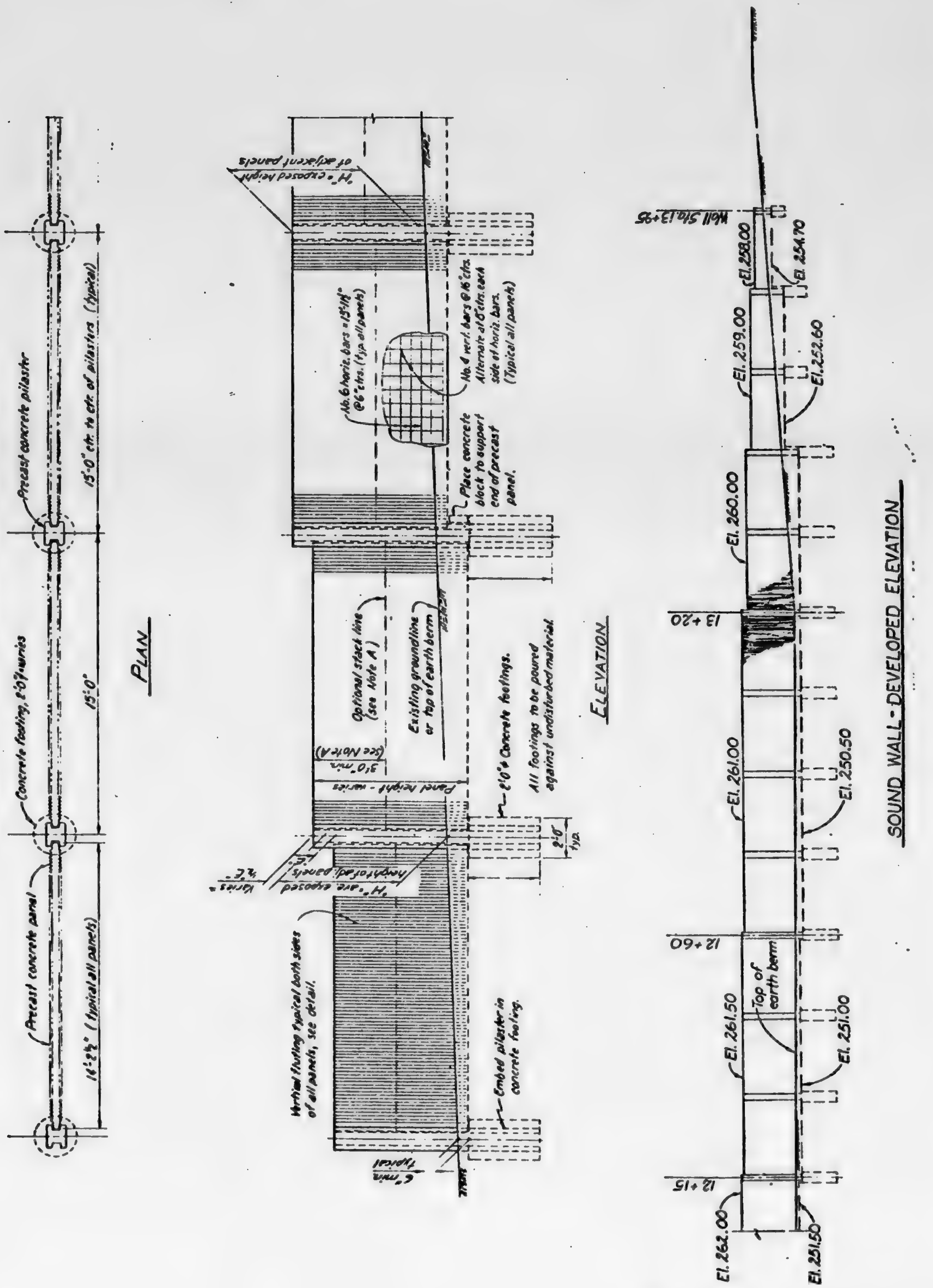
The prefabricated wall on the 92nd Avenue overcrossing is a 365 foot long steel post and panel barrier attached to the existing concrete shoulder barrier and structure. Total height of the barrier is 10 feet above the pavement.

Pre-Construction and Post-Construction Noise Measurements

A complete noise analysis was made before and after construction. Noise measurements were made to determine the barrier noise reduction.

A total of 12 measurement sites were established (Figure 7): (1) to document areas in excess of FHWA design noise levels, (2) to identify where significant increases in noise levels had occurred, (3) to establish a baseline for determining barrier effectiveness,and (4) to provide the neighborhood with information on the homes most likely to benefit from a noise barrier. Traffic volumes on the freeway and on local streets were counted manually during each measurement. Average speeds were estimated. The results of the measurements and the predictions are shown in Table 2.

Typical plan and elevation view of precast noise wall and elevation view showing berm/wall transition profile.


PLAN
Precast concrete panel
Concrete footing, 2'0" Ø varies
Precast concrete pilaster
14'-2¾" (typical all panels)
15'-0"
15'-0" ctr. to ctr. of pilasters (typical)
ELEVATION
Vertical fluting typical both sides of all panels, see detail.
Embed pilaster in concrete footing.
6" min. typical
"H" are exposed height of adj. panels
Panel height - varies
3'0" min. (see Note A)
Optional steel line (see Note A)
Existing groundline or top of earth berm
2'0" Ø Concrete footings.
All footings to be poured against undisturbed material
2'-0" typ.
Place concrete block to support end of precast panel.
No. 6 horiz. bars = 15'-1½" @ 6" ctrs. (typ. all panels)
No. 4 vert. bars @ 16" ctrs. Alternate at 8" ctrs. each side of horiz. bars. (Typical all panels)
"H" exposed height of adjacent panels
SOUND WALL - DEVELOPED ELEVATION
El. 262.00
El. 251.50
12+15
El. 261.50
El. 251.00
Top of earth berm
12+60
El. 261.00
El. 250.50
13+20
El. 260.00
El. 259.00
El. 252.60
El. 258.00
El. 254.70
Wall Sta. 13+95

TYPICAL PLAN & ELEVATION
PRE-CAST NOISE WALL

Fig. 2

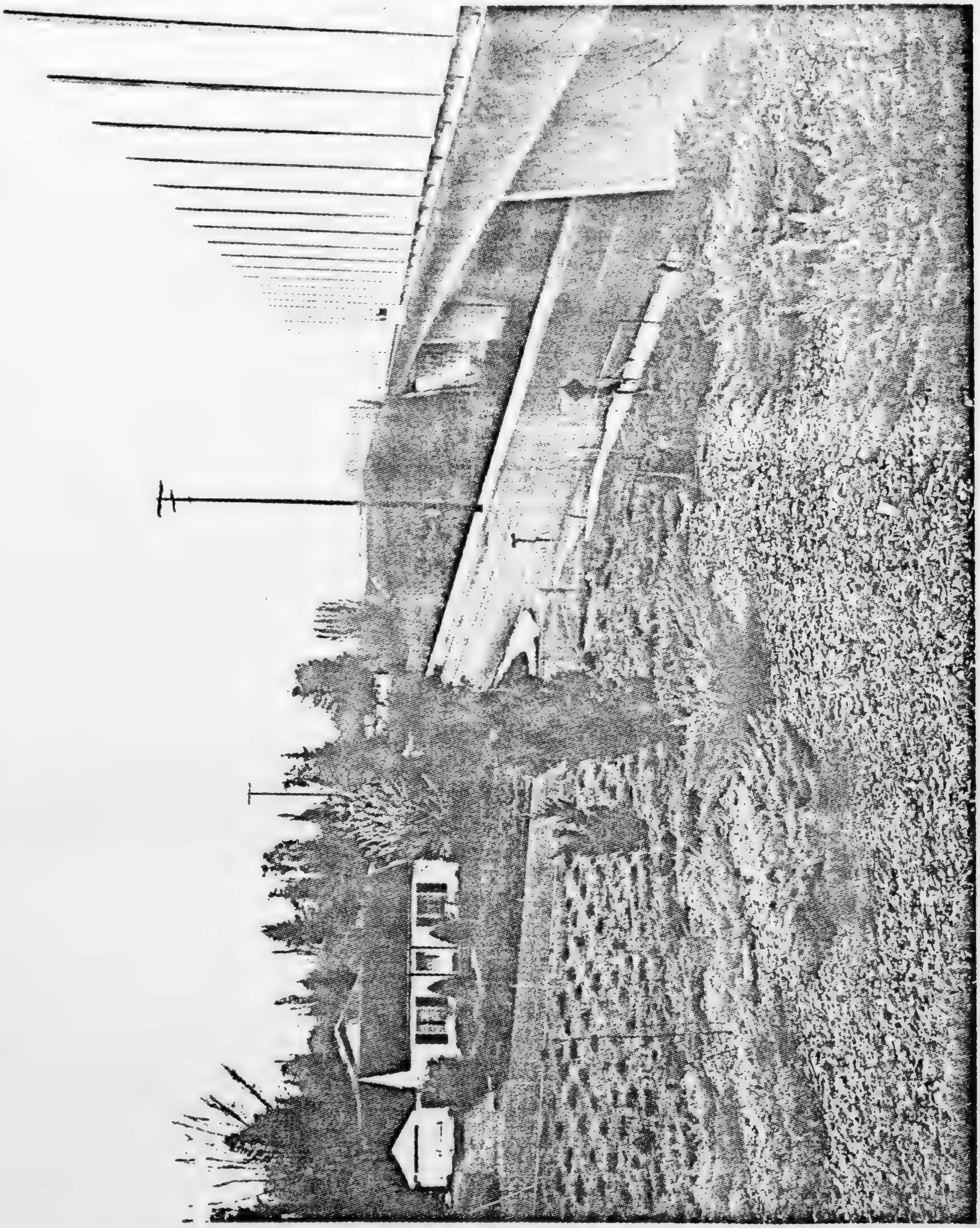


Fig. 3

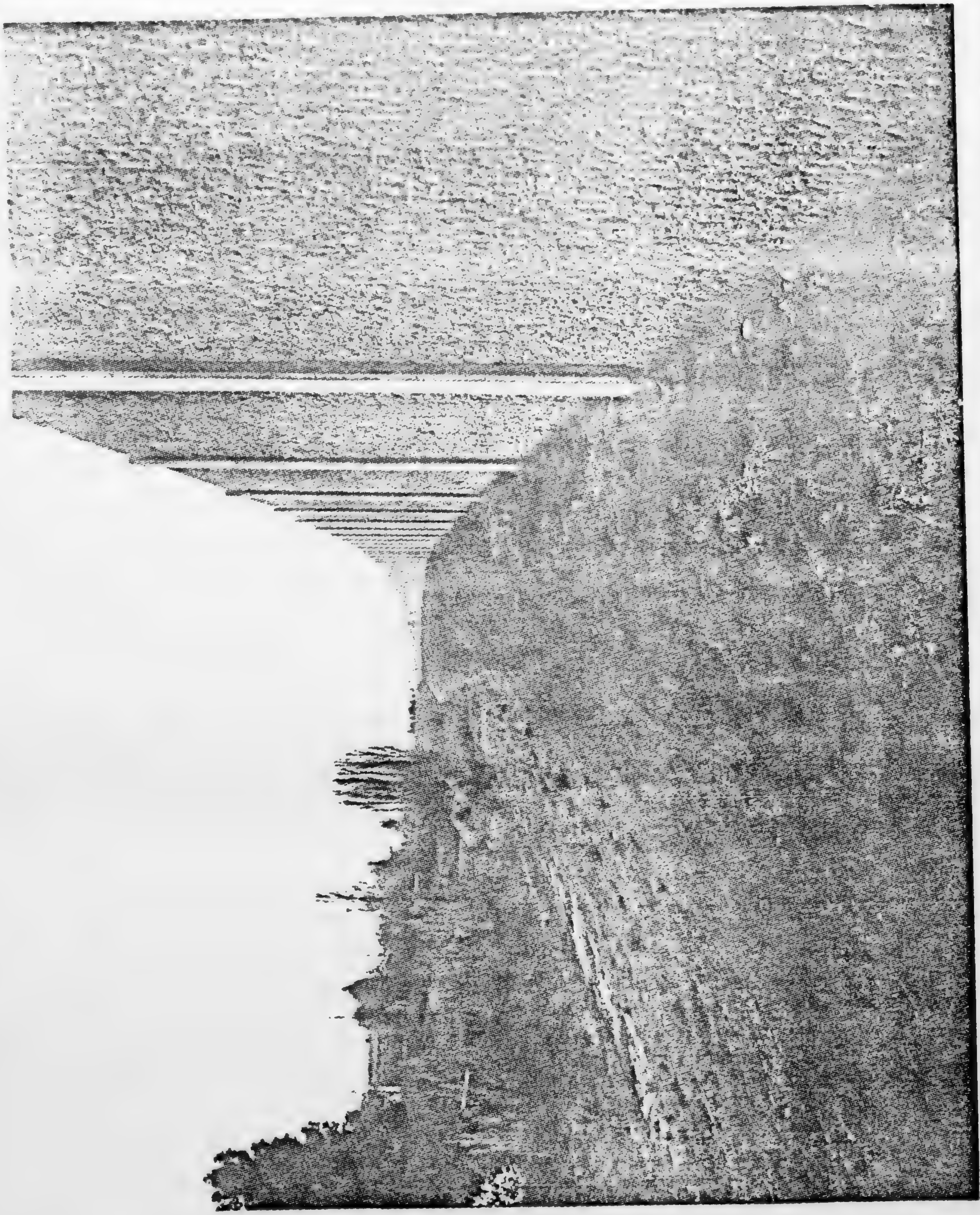


Fig. 4

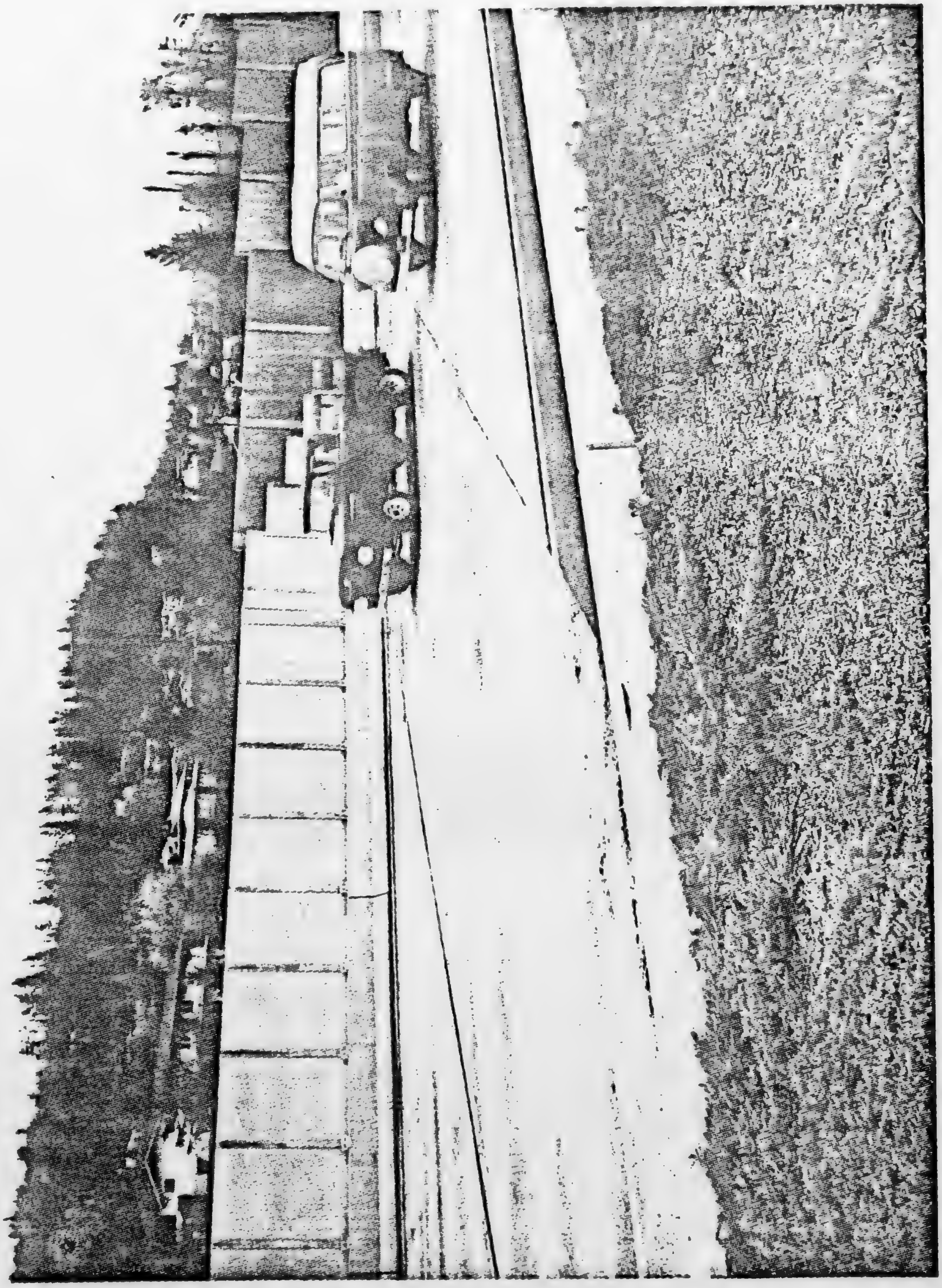


Fig 5

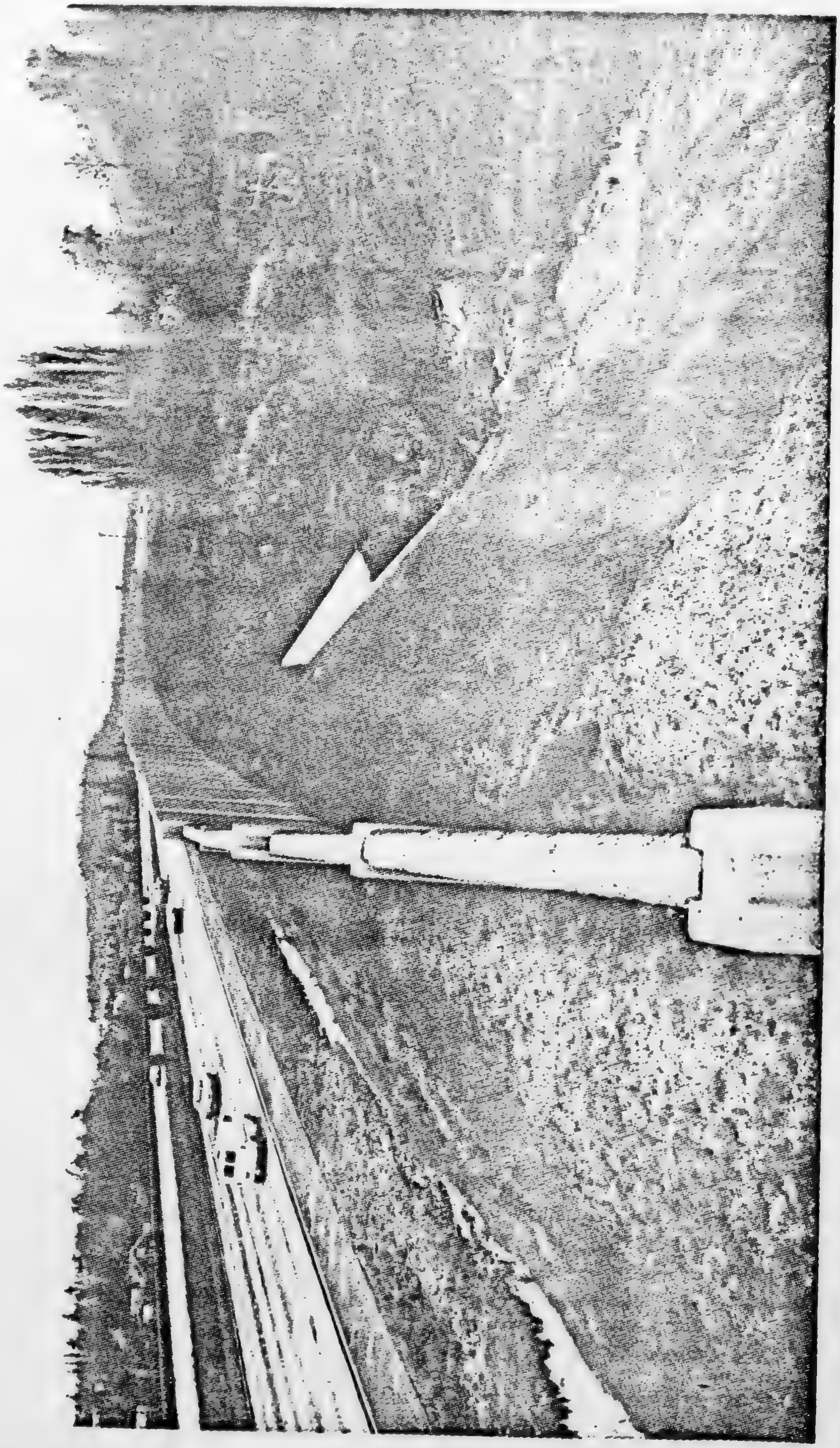
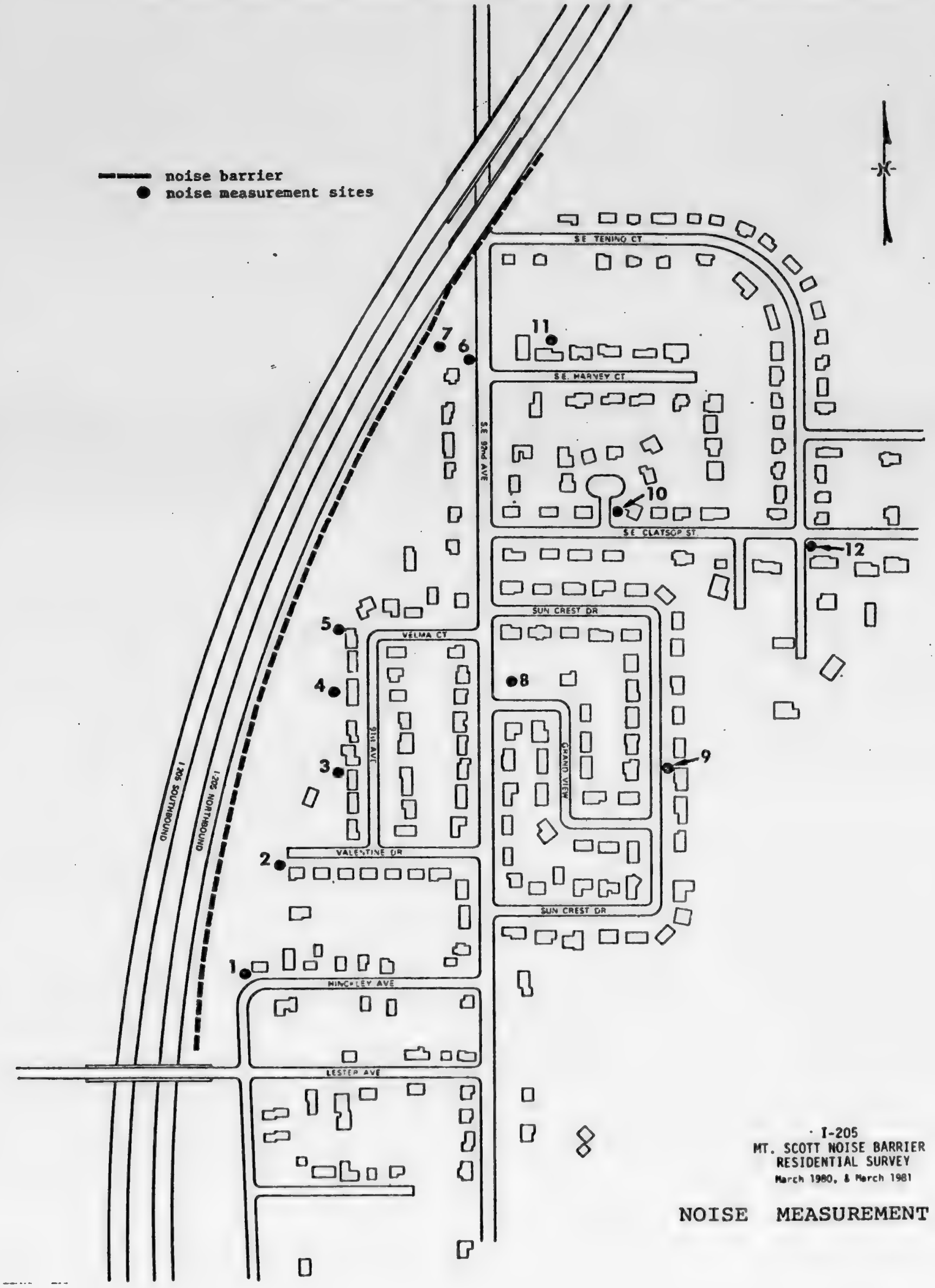


Fig. 6

Mt. Scott study area, showing location of noise barrier and noise measurement sites.


noise barrier
● noise measurement sites
SE TENINO CT
SE HARVEY CT
SE 92nd AVE
SE CLATSOP ST
SUN CREST DR
VELMA CT
91st AVE
GRAND VIEW
VALENTINE DR
HINCKLEY AVE
LESTER AVE
I 205 SOUTHBOUND
I 205 NORTHBOUND
1
2
3
4
5
6
7
8
9
10
11
12

I-205
MT. SCOTT NOISE BARRIER
RESIDENTIAL SURVEY
March 1980, & March 1981

NOISE MEASUREMENT SITES

Fig. 7

Table 1. MT. SCOTT NOISE BARRIER CONSTRUCTION COSTS

UNIT COSTS	
Embankment in Place	$ 3.10 c.y.
Seeding and Mulching	2,500 acre
Precast Concrete Panels	8.25 s.f.*
Precast Concrete Pilasters	29.00 l.f.
Pilaster Footings	25.00 l.f.
LUMP SUM COSTS	
Mobilization	$ 42,800
Traffic Direction	10,500
Pre-fabricated Wall	84,000
TOTAL COSTS	$553,347

---

* $0.80 per square foot was saved in reinforcing steel costs by casting and transporting the panels vertically.

Table 2. COMPARISON OF NOISE MEASUREMENTS BEFORE AND AFTER CONSTRUCTION

	BEFORE BARRIER (dBA, L_{eg})	AFTER BARRIER (dBA, L_{eg})	
Site	Measured 1/	Measured 1/	Difference
1	59	58	1
2	60	55	5
3	59	53	6
4	60	52	8
5	68 2/	57	9
6	67	66	1
7	64	60	4
8	57	51	6
9	48	47	1
10 3/			
11 3/			
12 3/			

1/ Measurements do not necessarily represent highest hourly noise level.

2/ Site less than 10 feet from building. Measurement may be high due to reflections or standing waves.

3/ Background sites, not used to determine barrier effectiveness.

Table 3. COMPARISON OF BARRIER COST ESTIMATES AND ACTUAL CONSTRUCTION COSTS

Item	Construction Estimate	Actual Cost
Prefabricated Wall	$ 97,500	$ 84,000
Total Barrier Cost	886,000	553,347
Cost to Neighborhood	35,440	22,134

Tables 1, 2, & 3

COMMUNITY RESPONSE

One practical means of measuring effectiveness is through the responses of the affected community. This was accomplished by door-to-door residential interviews conducted before and after construction of the noise barrier. The design and analysis of the survey and the interviews were conducted by Department of Transportation personnel.

The before-construction interviews were conducted during the first two weeks of March, 1980, and the after-construction interviews were conducted during the identical period of 1981. Out of 165 residents in the study area, 105 households were selected for the before interview (Figure 9). All households belonging to the Citizens for Mt. Scott, the neighborhood organization contributing to the construction cost of the barrier were interviewed (Figure 13).

Ninty one interviews were completed for an 87% completion ratio. The target was 80%. Only two refusals were encountered in the before phase.

Pre-appointments were not made with the selected residents, however advance letters were sent from the Metro Branch informing each of the prospective interview. All individual information was to remain confidential with personal identification obtained only for the purpose of comparison with after construction responses.

The after construction interviews were aimed at the 91 before-construction respondents. Seventy-five responded and seven refusals were encountered.

Responses were evaluated by groups of households. The following groupings were used: (a) by location to the freeway (Figure 10); (b) by distance from the freeway (Figure 11); (c) residents fronting 92nd Avenue arterial (Figure 12); and (d) Citizens of Mt. Scott (contributing group, Figure 13). After both surveys were completed, the responses of certain answering groups were assembled, such as: (e) group favoring construction, and (f) group not favoring construction (Figure 14). Other groups were created based upon responses to specific before-construction questions.

DISCUSSION OF RESULTS

The demonstration project was evaluated from the standpoint of costs, barrier effectiveness, and community response.

Costs

The Mt. Scott noise barrier was funded jointly by FHWA interstate funds (92%), state funds (4%) and neighborhood funds (4%--up to a maximum of $40,000). Keeping the barrier costs below the $40,000 matching limitation was important to the community.

Table 3 compares the estimated costs of the project against the actual bid price of the contract. As can be seen, the project was constructed for $13,300 less than the estimate. Therefore, in terms of cost to the community, the project was successful.

Barrier Effectiveness

The Mt. Scott noise barrier was designed to provide a maximum 8-10 dBA reduction in sound levels for the residences fronting the freeway. Other residences farther from the freeway received less benefit.

As determined by before and after construction noise measurements, the Mt. Scott barrier achieved the stated goals of the project with the exception of residences at the north end of the barrier near 92nd Avenue. Noise levels at residences fronting the freeway (measurement sites 2, 3, 4 and 5) are reduced by 1-9 dBA.

In all, 14 residences are predicted to have noise reductions of 5 dBA or greater. Noise levels at all residences in the Mt. Scott neighborhood are now below the 67 dBA FHWA design noise level as determined by both measurements and predictions.

Evaluation of Survey Responses

Responses to the survey questionnaires were reduced to percentages and are tabulated in Summary Table 4, which compares opinions regarding different elements relating to the noise barrier prior to and after construction. This table indicated which residences were most annoyed by freeway noise, which were most benefited by a noise barrier, and which were most concerned with appearances. It also indicates how they reacted to the barrier and the perceived relationship of non-noise problems to noise problems.

The affected households were most appreciative of the barrier in two categories--appearance and freeway noise mitigation. Before construction, only one-third of the residences anticipated the barrier would be pleasing in appearance, yet after it was built, over three-fourths of the residences liked the appearance. Freeway noise was annoying to over one-half the risidences before construction, yet only 13% were bothered after construction.

The primary purpose of the barrier was to provide noise relief without detracting from the area. It appears this purpose was accomplished. In addition, there is a strong opinion within the entire area (44%) that the barrier has increased property values.

The group which fronts the freeway reportedly received the most benefits and was most supportive of the noise barrier. This group considered the barrier most effective in reducing traffic noise and present freeway noise least annoying. It also experienced the most improvements in normal living and the most non-noise benefits, such as improved view, privacy, neighborliness and increased property values. This group also thought the barrier was complimentary to the area but to a lesser extent than some other groups. This may be due to their location close to the barrier. However, this group's overall feeling that the barrier was beneficial seems to override any disbenefits. It is interesting to note that the group perceived non-noise problems during the before survey at the same level as the remainder of the area, yet it perceived more non-noise benefits after construction than the remainder of the area.

Some of the favorable changes of opinion regarding the sound barrier were expressed by several groups specifically identified by their answers during the before survey. Of the group which anticipated the barrier not to be effective, 43% later felt it to be effective. Of the group that anticipated the barriers' appearance to be of no effect, 78% thought it was complimentary, and of the group that anticipated the barrier to be detracting, 33% adjudged it complimentary.

The Citizens of Mt. Scott group consisted of all residents that contributed local matching funds for barrier construction. The response of this group indicated a favorable but rather average appraisal of the overall benefits, noise mitigation effectiveness, and reduction of freeway noise after construction when compared to the responses of the frontal group alone. The group also appeared relatively cynical in anticipating effectiveness and appearance, yet in each case adjudged the barrier to be effective and the appearance complementary at higher rates than before construction.

The 92nd Avenue group consisted of residences fronting on 92nd Avenue, and this group's response both before and after construction indicated less concern with freeway noise and more concern with 92nd Avenue arterial traffic noise.

Responses Related to Noise Reductions

The ability to design a noise barrier which receives community acceptance is a major step in developing a noise mitigation project in which the community participates in funding. In the Mt. Scott project, correlations were made between noise reductions throughout the community and the response of the community. The correlations were analyzed by noise reduction values. These responses by group were (Table 5):

Group A - Predicted reductions of 6 or more dBA.

Group B through F - Predicted reductions of 5 through 1 dBA.

In summary, the noise reductions relate closely with the community's evaluation of traffic noise and non-noise related benefits, indicating that the methodology used to design the barrier was reliable.

Pre-construction interview form.

MT. SCOTT NOISE BARRIER QUESTIONNAIRE
(Before Construction)

1. Name ______________________

2. Address ______________________

3. How many years have you lived at this address? ____ years

4. A noise barrier will be constructed along the east side of the I-205 Freeway as a cooperative project between the Oregon Department of Transportation and a resident group of this area formally identified as "Citizens of Mt. Scott". This group has voluntarily pledged $40,000 toward the project. Before this interview, were you aware that this barrier would be built?

   1. Yes   2. No

5. Do you think the noise barrier will be effective in reducing traffic noise at your residence?

   1. Very Effective
   2. Somewhat Effective
   3. No Change
   4. Don't Know. (Do not include among presented alternatives).

6. Do you think the general appearance of the noise barrier will complement or detract from the neighborhood? (Show photo(s) of similar barrier on I-205).

   1. Complement
   2. No Effect
   3. Detract
   4. Don't Know. (Do not include among presented alternatives).

7. Do you favor the construction of a noise barrier?

   1. Yes   2. No

   If yes, what do you consider the most important consideration in construction of this barrier?

   1. Preserve View
   2. Provide Maximum Noise Protection
   3. Other, ______________

8. How would you describe the present freeway noise in your area?

   1. No Annoyance
   2. Part of the General Noise
   3. Frequently Annoying
   4. Interfering with Normal Living Activities
   5. Intolerable

9. If the freeway noise is disruptive, how does it affect your normal living activities?

   1. Conversation is Difficult
   2. Interferes with Sleeping
   3. Interferes with Relaxation
   4. Discourages Open Windows in Summer
   5. Discourages Use of Yard
   6. Other, ______________

10. The construction of a noise barrier may also cause certain non-noise related changes. By any chance, do you now experience any of the following problems, such as:

    1. Lack of Privacy
    2. Lack of View
    3. Lack of "Neighborliness"
    4. Closed-In Feeling
    5. No Significant Problems
    6. Other, ______________

11. Did you attend the November 20, 1979 public meeting held by our Metropolitan Branch to discuss the proposed project?

    1. Yes   2. No

    If yes, was it an effective way to present information and gather citizen opinions and ideas on the project?

    1. Yes   2. No

    What would you suggest to improve this information gathering process?

    ____

    ____

Post construction interview form.

MT. SCOTT NOISE BARRIER QUESTIONNAIRE
(After Construction)

1. Name ______________________

2. Address ______________________

3. Are you aware of the noise barrier that was recently constructed between your neighborhood and the I-205 freeway.

   1. Yes   2. No

4. Are you satisfied with the general appearance of the noise barrier?

   1. Very satisfied
   2. Somewhat satisfied
   3. Neither satisfied nor dissatisfied
   4. Somewhat dissatisfied
   5. Very dissatisfied

   If dissatisfied how can the barriers be improved? ______________

   ____

5. How would you describe the present freeway traffic noise at your house?

   1. No annoyance
   2. Part of general noise
   3. Frequently annoying
   4. Interfering with normal living activities
   5. Intolerable

6. Did you live at your present address before the noise barrier was constructed?

   1. Yes   2. No (If yes, go on to questions 7 thru 11. If no, skip questions 7 thru 11.)

7. Has the new noise barrier been effective in reducing traffic noise at your residence?

   1. Very effective
   2. Somewhat effective
   3. No change
   4. Noise has actually increased
   ( ) Don't know (do not include among presented alternatives)

8. Have you experienced any of the following benefits relating to reduced traffic noise now that construction of the noise barrier is completed.

   1. Conversation is easier
   2. Improved sleeping conditions
   3. More relaxed environment
   4. Open windows in Summer
   5. Use yard more
   6. Other ______________
   7. ______________

   (enter any "other" benefits)

9. Have you experienced any of the following non-noise related benefits since the construction of the barrier was completed?

   1. Improved privacy
   2. Improved view
   3. Sense of "neighborhood"
   4. Increase property value
   5. Other ______________
   6. None

   (enter any "other" benefits)

10. Have you experienced any of the following disadvantages since construction was completed?

    1. Closed in feeling
    2. Restricted view
    3. Visual eyesore
    4. Decreased property value
    5. Other ______________
    6. None

    (enter any "other" disadvantages)

11. In your opinion, how do the benefits of constructing this noise barrier compare with the disadvantages?

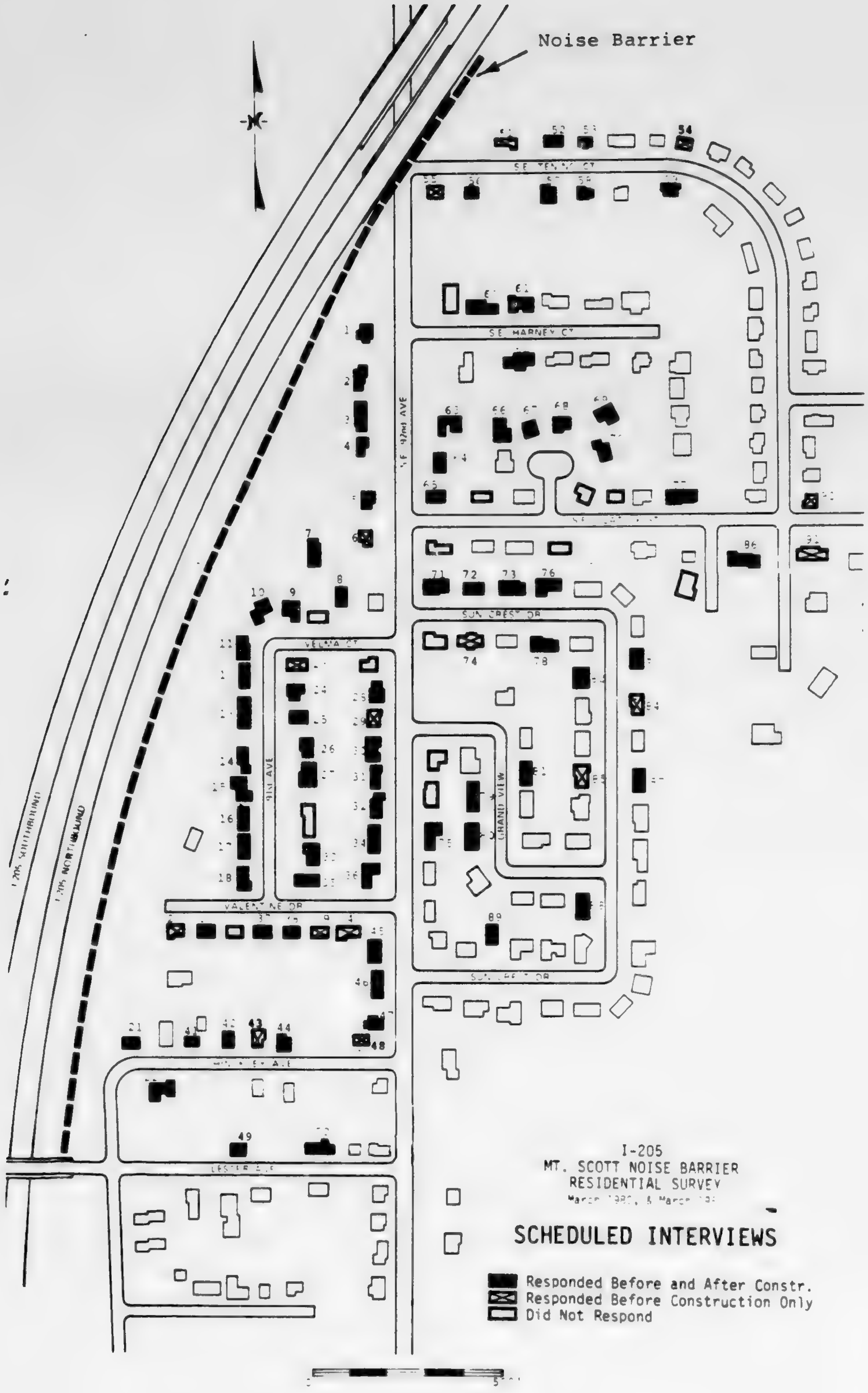
    1. Very beneficial
    2. Somewhat beneficial
    3. Neither beneficial nor disadvantageous
    4. Somewhat disadvantageous
    5. Very disadvantageous

Any additional comments or suggestions about either the noise barrier program or traffic noise reduction in general:

I-205
MT. SCOTT NOISE BARRIER
RESIDENTIAL SURVEY
March 1980, & March 1981

BEFORE-& AFTER-CONSTRUCTION
INTERVIEW FORMS

Fig. 8


Noise Barrier
N
SE TENINO CT
SE HARNEY CT
SE 92nd AVE
SUN CREST DR
VELMA CT
91st AVE
GRAND VIEW
VALENTINE DR
SUNCREST DR
HINCKLEY AVE
LESTER AVE
I-205 SOUTHBOUND
I-205 NORTHBOUND
1
2
3
4
6
7
8
9
10
16
18
21
43
44
46
48
49
52
54
63
65
66
68
71
72
73
74
76
78
86
89

I-205
MT. SCOTT NOISE BARRIER
RESIDENTIAL SURVEY
March 1980, & March [illegible]

SCHEDULED INTERVIEWS

■ Responded Before and After Constr.
☒ Responded Before Construction Only
☐ Did Not Respond

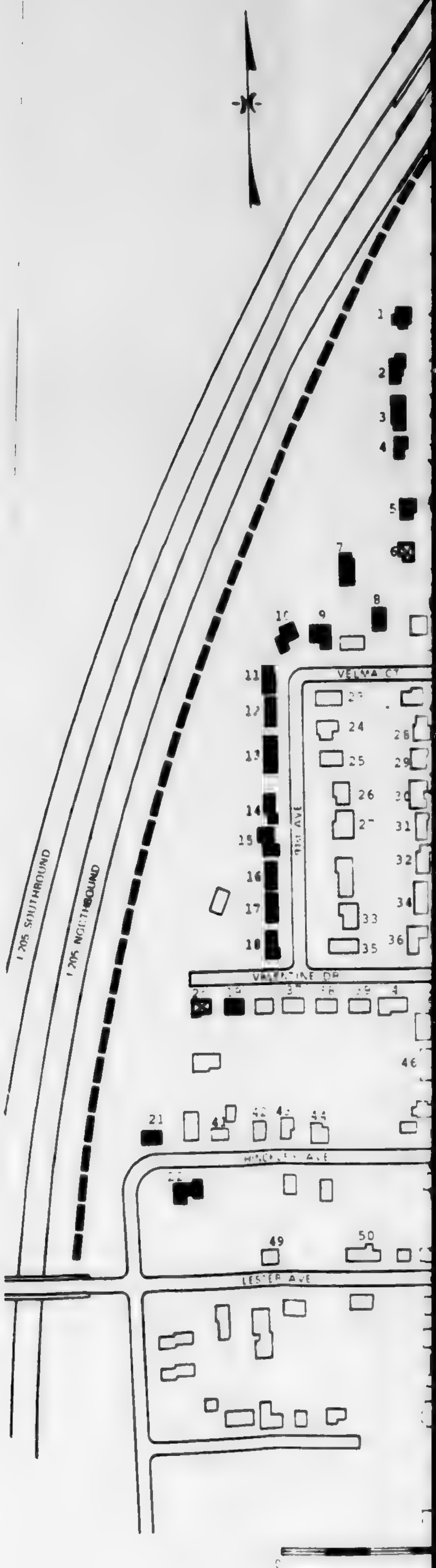

N
VELMA CT
91st AVE
VALENTINE DR
HINCKLEY AVE
LESTER AVE
I-205 SOUTHBOUND
I-205 NORTHBOUND
1
2
3
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Fig. 9

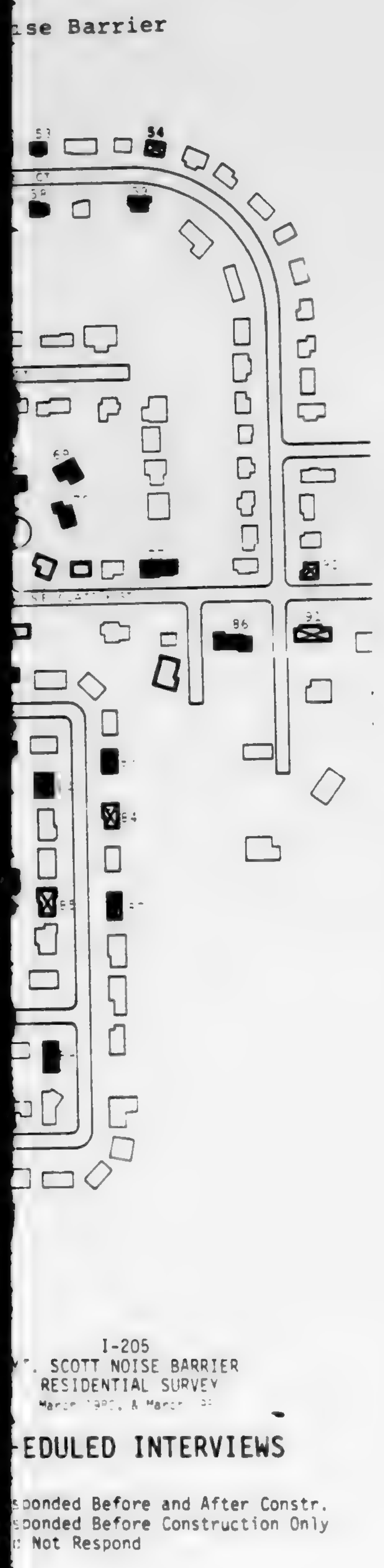

ise Barrier
53
54
86
I-205
T. SCOTT NOISE BARRIER
RESIDENTIAL SURVEY
March 1980, & March
EDULED INTERVIEWS
sponded Before and After Constr.
sponded Before Construction Only
: Not Respond

Fig. 9

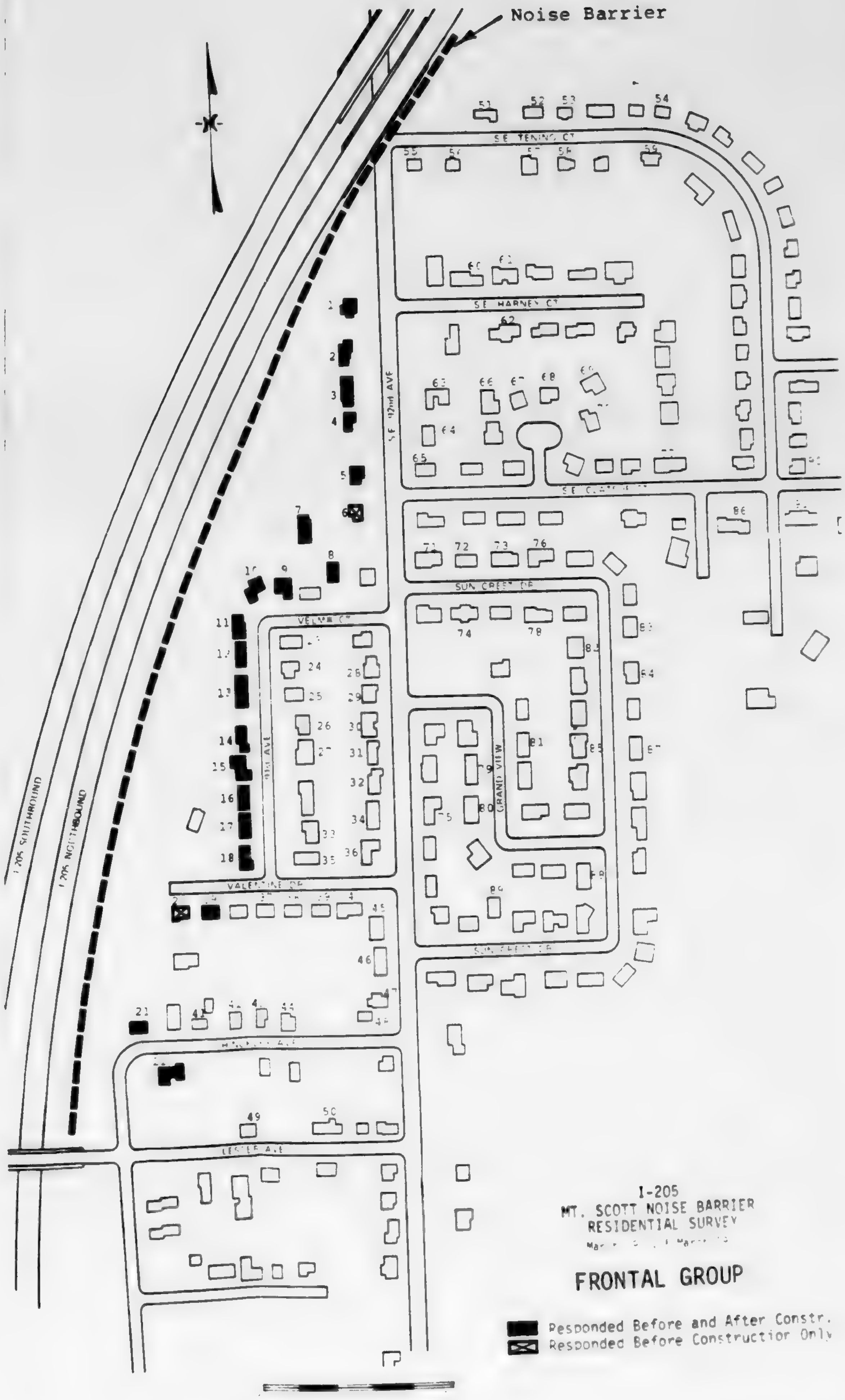
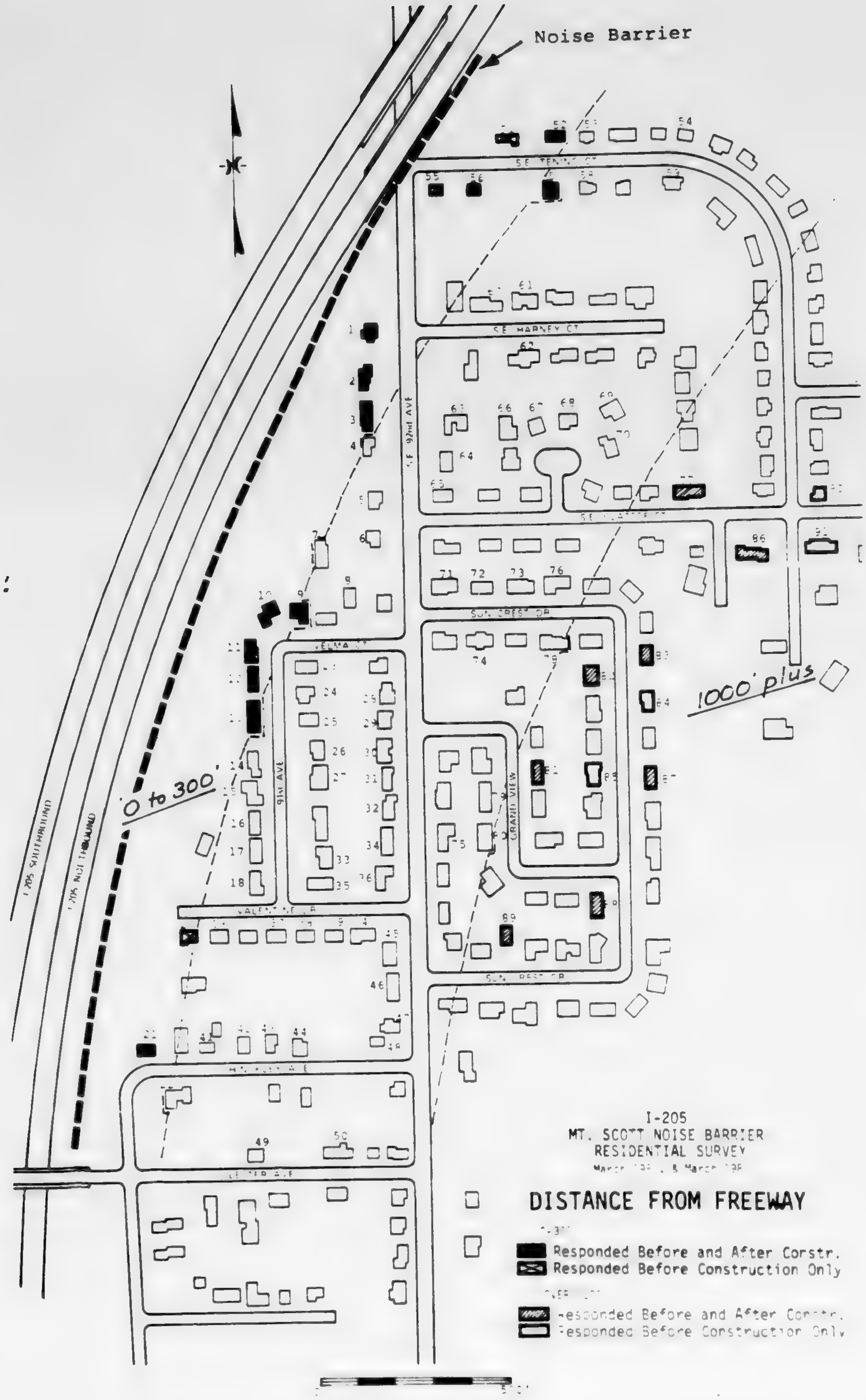

Noise Barrier
N
SE TENINO CT
SE HARNEY CT
SE CLATSOP ST
SE 92nd AVE
SUN CREST DR
VELMA CT
GRAND VIEW
VALENTINE DR
LESTER AVE
I 205 SOUTHBOUND
I 205 NORTHBOUND
I-205
MT. SCOTT NOISE BARRIER
RESIDENTIAL SURVEY
FRONTAL GROUP
■ Responded Before and After Constr.
☒ Responded Before Construction Only

Fig. 10


Noise Barrier
SE TENINO CT
SE HARNEY CT
SE 92nd AVE
SUNCREST DR
VELMA CT
91st AVE
GRAND VIEW
VALENTINE DR
HINCKLEY AVE
LEXTER AVE
I-205 SOUTHBOUND
I-205 NORTHBOUND
0 to 300'
1000' plus
I-205
MT. SCOTT NOISE BARRIER
RESIDENTIAL SURVEY
DISTANCE FROM FREEWAY
Responded Before and After Constr.
Responded Before Construction Only
Responded Before and After Constr.
Responded Before Construction Only

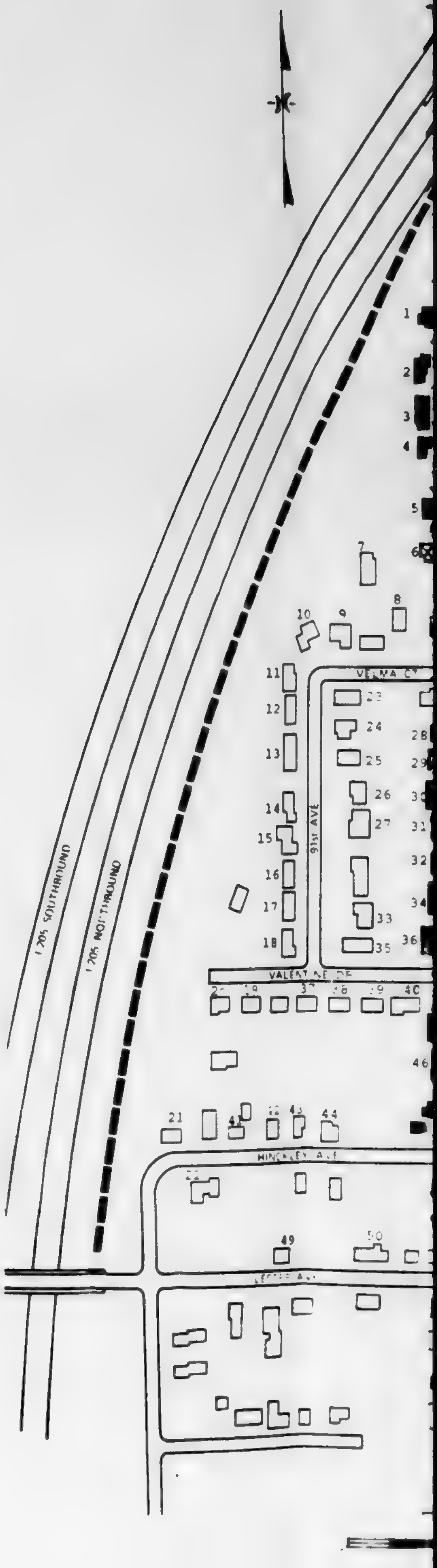

I-205 SOUTHBOUND
I-205 NORTHBOUND
VELMA CT
91st AVE
VALENTINE DR
HINCKLEY AVE
LEXTER AVE

Fig. 11

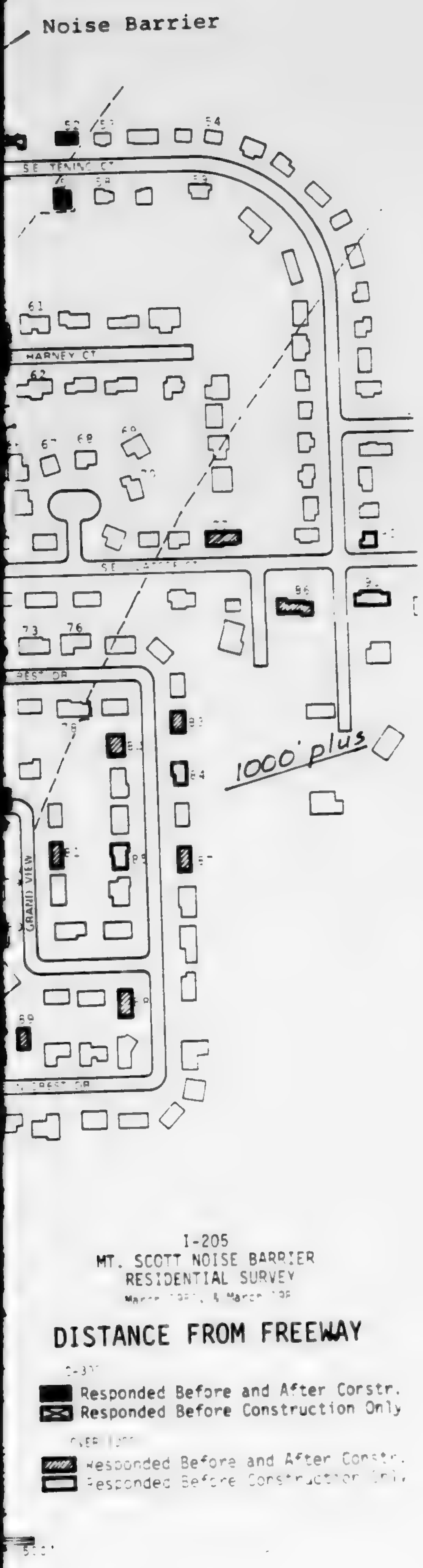

Noise Barrier
SE TENINO CT
HARNEY CT
GRAND VIEW
CREST DR
1000' plus
I-205
MT. SCOTT NOISE BARRIER
RESIDENTIAL SURVEY
DISTANCE FROM FREEWAY
0-300'
■ Responded Before and After Constr.
☒ Responded Before Construction Only
OVER 1000'
▨ Responded Before and After Constr.
☐ Responded Before Construction Only

Fig. 11

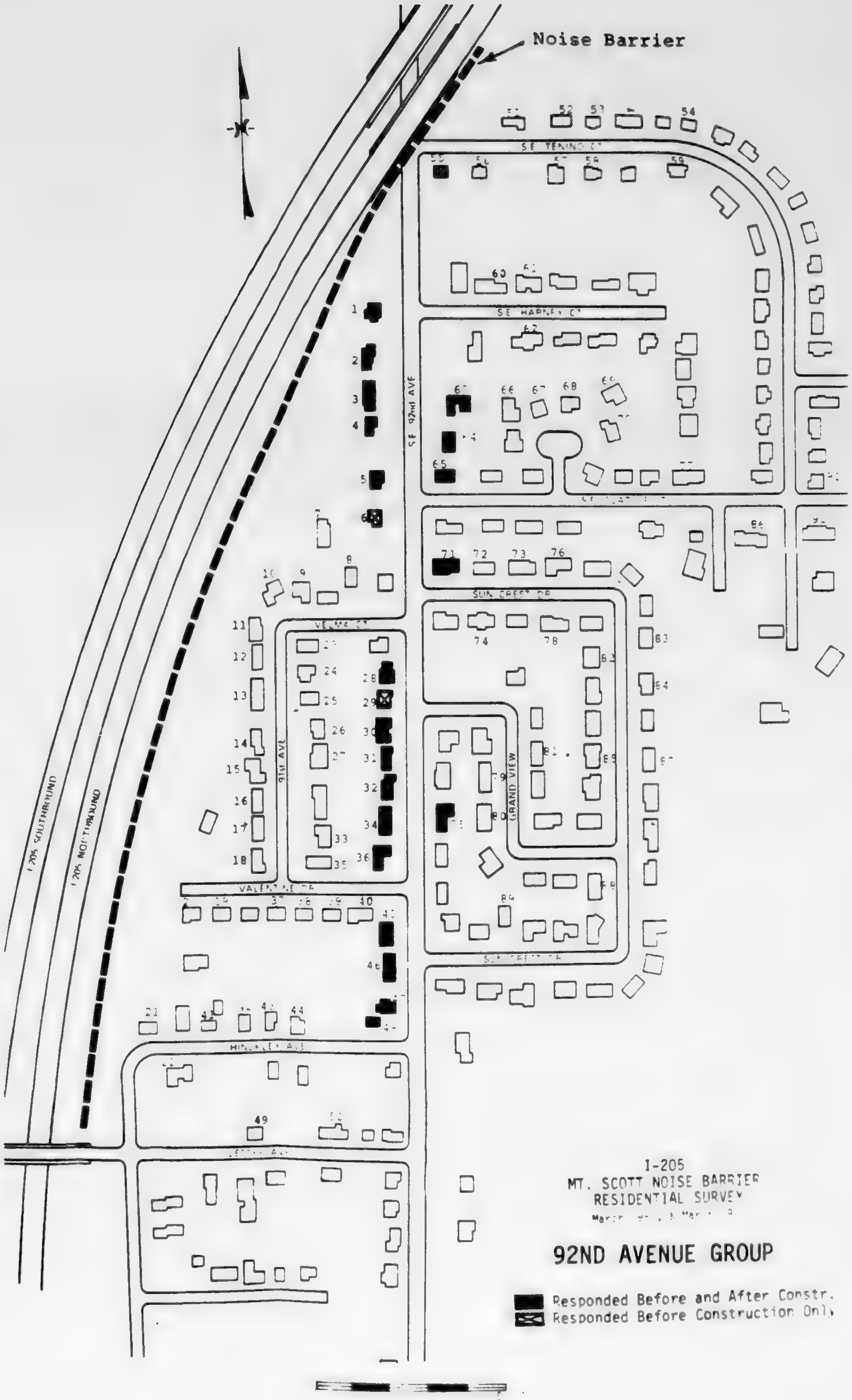
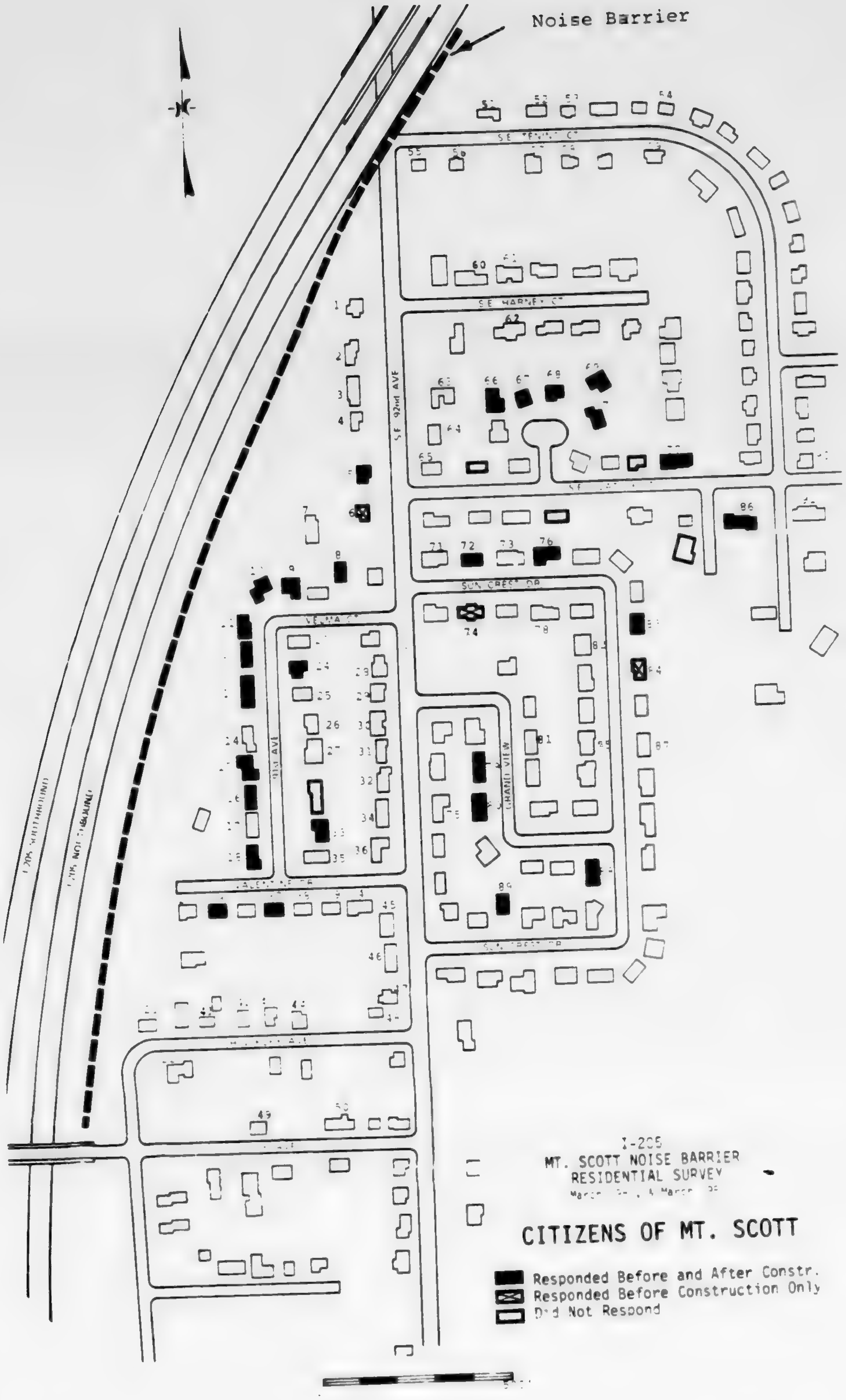

Noise Barrier
SE TENINO CT
SE HARNEY CT
SE 92nd AVE
SUN CREST DR
VELMA CT
91st AVE
GRAND VIEW
VALENTINE DR
HINCKLEY AVE
I-205 SOUTHBOUND
I-205 NORTHBOUND
I-205
MT. SCOTT NOISE BARRIER
RESIDENTIAL SURVEY
92ND AVENUE GROUP
■ Responded Before and After Constr.
☒ Responded Before Construction Only

Fig. 12


Noise Barrier
SE 92nd AVE
SE HARNEY CT
SUN CREST DR
VELMA CT
91st AVE
GRAND VIEW
VALENTINE DR
I-205 SOUTHBOUND
I-205 NORTHBOUND
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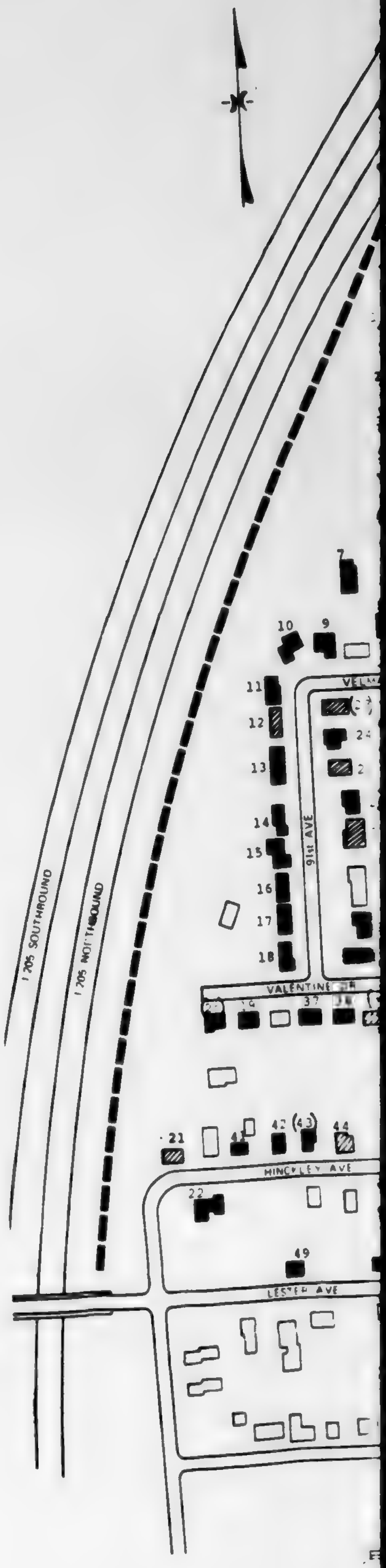
I-205
MT. SCOTT NOISE BARRIER
RESIDENTIAL SURVEY
CITIZENS OF MT. SCOTT
■ Responded Before and After Constr.
☒ Responded Before Construction Only
☐ Did Not Respond


I 205 SOUTHBOUND
I 205 NORTHBOUND
91st AVE
VALENTINE DR
HINCKLEY AVE
LESTER AVE
7
9
10
11
12
13
14
15
16
17
18
21
22
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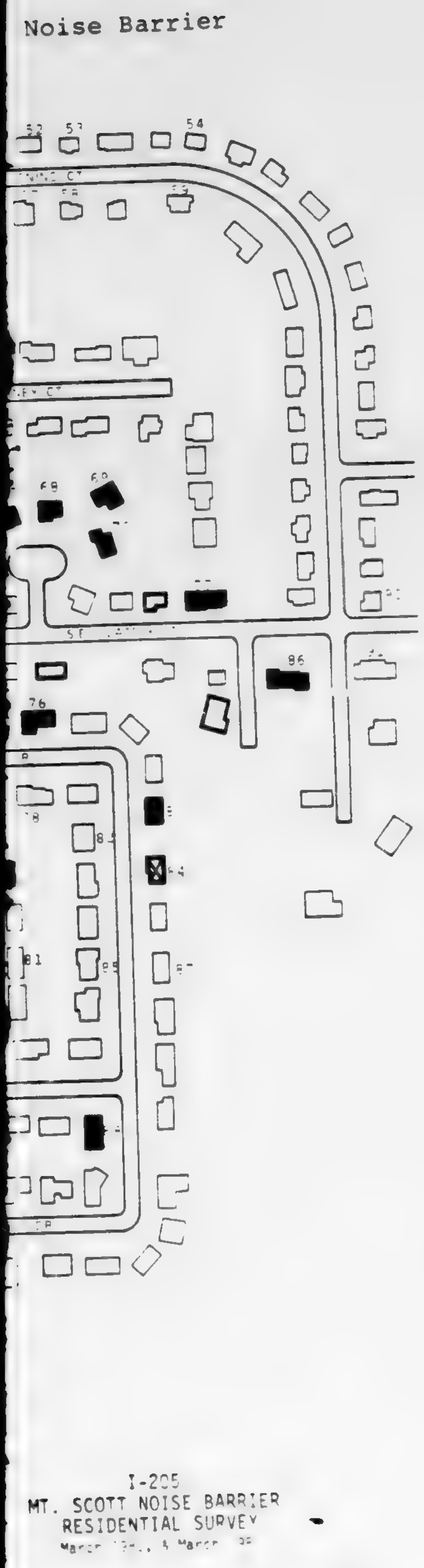
37
42
(43)
44
49

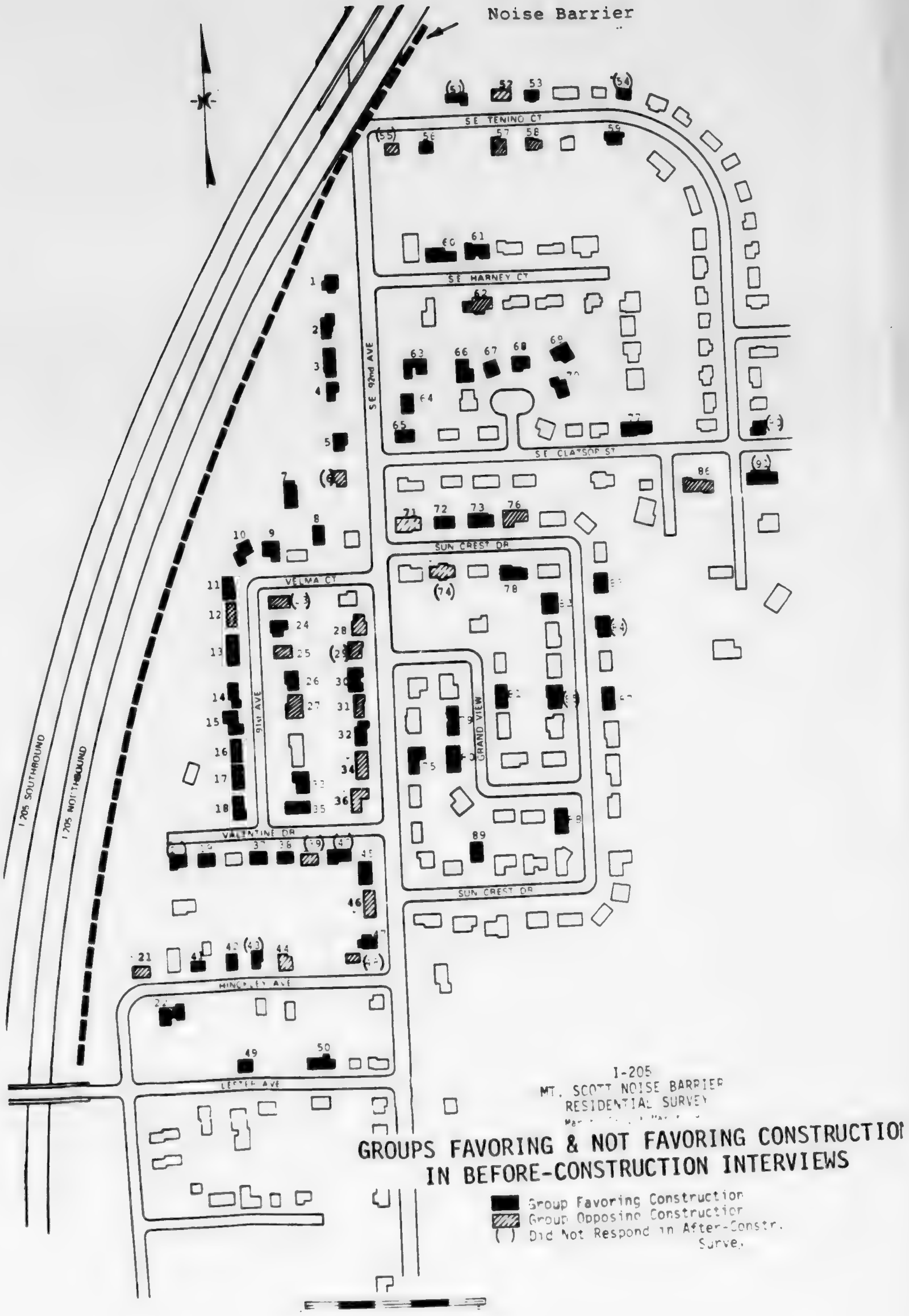
Fig. 13


Noise Barrier
52
53
54
68
69
76
78
81
86
I-205
MT. SCOTT NOISE BARRIER
RESIDENTIAL SURVEY

ITIZENS OF MT. SCOTT

Responded Before and After Constr.
Responded Before Construction Only
Did Not Respond

Fig. 13


Noise Barrier
SE TENINO CT
SE HARNEY CT
SE CLATSOP ST
SUN CREST DR
VELMA CT
91st AVE
SE 92nd AVE
GRAND VIEW
VALENTINE DR
HINCKLEY AVE
LESTER AVE
I 205 SOUTHBOUND
I 205 NORTHBOUND
I-205
MT. SCOTT NOISE BARRIER
RESIDENTIAL SURVEY

GROUPS FAVORING & NOT FAVORING CONSTRUCTIO
IN BEFORE-CONSTRUCTION INTERVIEWS

■ Group Favoring Construction
▨ Group Opposing Construction
( ) Did Not Respond in After-Constr. Survey

Fig. 14

Table 4

SUMMARY OF RESPONSES

I-205
MT. SCOTT NOISE BARRIER
RESIDENTIAL SURVEY
March 1980, & March 1981

SUMMARY OF RESPONSES - PRE-CONSTRUCTION & POST-CONSTRUCTION INTERVIEWS

	Respondents Favoring Barrier Construction		Noise Barrier Effectiveness		Noise Barrier Appearance		Present Freeway Noise		Current Effects of Freeway Noise on Normal Living		Non-Noise Problems	
	Pre-Constr.	Post-Constr.	Pre-Constr.	Post-Constr.	Pre-Constr.	Post-Constr.	Pre-Constr.	Post-Constr.	Pre-Constr.	Post-Constr.	Pre-Constr.	Post-Constr.
Survey Groupings	Favoring	Adjudged Beneficial	Anticipated Effective	Adjudged Effective	Anticipated Complimentary	Adjudged Complimentary	Adjudged Annoying	Adjudged Annoying	Experienced Adverse Effects & No. Per Res.	Experienced Corresponding Improvements No. Per Res.	Experienced Problems, & No. Per Res.	Experienced Corresponding Benefits No. Per Res.
Frontal Group	90%	90%	82%	95%	59%	80%	82%	5%	86% - 3.6	95% - 3.5	29% - 0.6	95% - 2.5
All Others	63%	64%	58%	55%	32%	75%	45%	16%	58% - 1.6	47% - 1.2	25% - 0.3	51% - 0.8
'Citizens of Mt. Scott'	84%	70%	68%	82%	50%	85%	61%	12%	74% - 2.6	70% - 1.9	24% - 0.4	64% - 1.3
92nd Ave. Group	59%	52%	59%	57%	43%	65%	43%	6%	50% - 1.9	30% - 1.2	27% - 0.4	39% - 0.8
Dist. from Fwy. 100-300'	73%	83%	73%	83%	56%	67%	73%	8%	73% - 3.1	92% - 3.4	47% - 1.0	75% - 2.0
All Others	69%	67%	62%	60%	34%	78%	50%	16%	63% - 1.9	56% - 1.4	21% - 0.4	62% - 1.0
1100-1500'	91%	63%	50%	50%	33%	100%	75%	25%	62% - 1[illegible]	50% - 1.0	25% - 0.4	63% - 0.8
Group Favoring Constr.	100%	82%	87%	75%	54%	84%	78%	17%	88% - 2.6	73% - 2.2	35% - 0.6	71% - 1.4
Group Opposing Constr.	0	21%	30%	37%	22%	53%	17%	5%	26% - 0.7	21% - 0.5	21% - 0.7	32% - 1.3
Ad Hoc Pre-Construction Survey Groups			Anticipated Effective	73%	Anticipated Complimentary	90%	Adjudged Annoying	19%				
			Anticipated Not Effective	43%	Anticipated No Effect	78%	Adjudged Not Annoying	6%				
					Anticipated Detracting	33%			Adversities	Improvements	Problems	Improvements
ALL RESPONDENTS	69%	71%	64%	65%	38%	76%	54%	13%	discourages open windows 59%	- 33%	lack of view 13%	View 21%
									interferes w/privacy 42%	- 43%	lack of privacy 12%	Priv. 27%
									discourages yard use 41%	- 32%	lack of neighborliness 8%	Neighborliness 25%
									interferes with sleep 34%	- 32%	closed-in 6%	
									conversation difficult 30%	- 40%	no problems 74%	no benefits 37%
												prop. values 44%

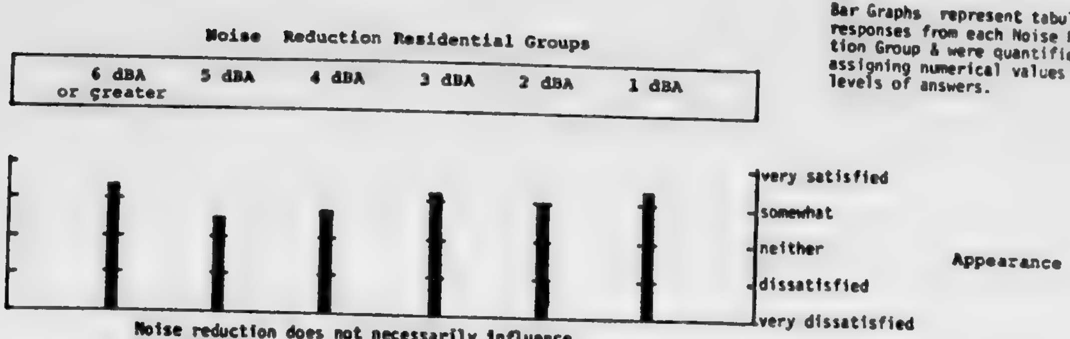
Rev. 11-17-81

SUMMARY OF RESPONSES - PRE-CONSTRUCTION & POST-CONSTRUCTION INTERVIEWS

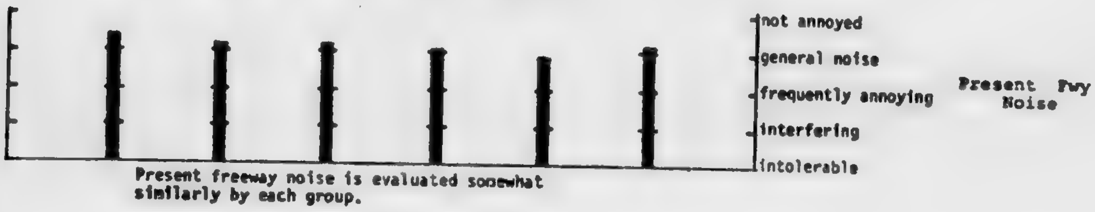
ondents Favoring ier Construction		Noise Barrier Effectiveness		Noise Barrier Appearance		Present Freeway Noise		Current Effects of Freeway Noise on Normal Living		Non-Noise Problems		Disbenefits of Noise Barrier	
e- tr.	Post-Constr.	Pre-Constr.	Post-Constr.	Pre-Constr.	Post-Constr.	Pre-Constr.	Post-Constr.	Pre-Constr.	Post-Constr.	Pre-Constr.	Post-Constr.	Post-Construction	
ing	Adjudged Beneficial	Anticipated Effective	Adjudged Effective	Anticipated Complimentary	Adjudged Complimentary	Adjudged Annoying	Adjudged Annoying	Experienced Adverse Effects & No. Per Res.	Experienced Corresponding Improvements No. Per Res.	Experienced Problems, & No. Per Res.	Experienced Corresponding Benefits No. Per Res.	Experienced Disbenefits	No. Per Residence
%	90%	82%	95%	59%	80%	82%	5%	86% - 3.6	95% - 3.5	29% - 0.6	95% - 2.5	50%	0.7
3%	64%	58%	55%	32%	75%	45%	16%	58% - 1.6	47% - 1.2	25% - 0.3	51% - 0.8	13%	0.3
%	70%	68%	82%	50%	85%	61%	12%	74% - 2.6	70% - 1.9	24% - 0.4	64% - 1.3	18%	0.2
%	52%	59%	57%	43%	65%	43%	6%	50% - 1.9	30% - 1.2	27% - 0.4	39% - 0.8	26%	0.8
3%	83%	73%	83%	56%	67%	73%	8%	73% - 3.1	92% - 3.4	47% - 1.0	75% - 2.0		
9%	67%	62%	60%	34%	78%	50%	16%	63% - 1.9	56% - 1.4	21% - 0.4	62% - 1.0		
1%	63%	50%	50%	33%	100%	75%	25%	62% - 1.6	50% - 1.0	25% - 0.4	63% - 0.8		
0%	82%	87%	75%	54%	84%	78%	17%	88% - 2.8	73% - 2.2	35% - 0.6	71% - 1.4	23%	0.3
	21%	30%	37%	22%	53%	17%	5%	26% - 0.7	21% - 0.5	21% - 0.7	32% - 1.3	21%	0.3
		Anticipated Effective	73%	Anticipated Complimentary	90%	Adjudged Annoying	19%						
		Anticipated Not Effective	43%	Anticipated No Effect	78%	Adjudged Not Annoying	6%						
				Anticipated Detracting	33%			Adversities	Improvements	Problems	Improvements	Specific Disbenefits	
9%	71%	64%	65%	38%	76%	54%	13%	discourages open windows 59%	- 33%	lack of view 13%	View 21%	Restricted View	12%
								interferes w/privacy 42%	- 43%	lack of privacy 12%	Priv. 27%	Visual Eyesore	8%
								discourages yard use 41%	- 32%	lack of neighborliness 8%	Neighborliness 25%		
								interferes with sleep 34%	- 32%	closed-in 6%		Closed-In	8%
								conversation difficult 30%	- 40%	no problems 74%	no benefits 37%	No Disbenefits	75%
											prop. values 44%	Property Values Decreased	1%

AFTER-SURVEY RESPONSES RELATED TO NOISE REDUCTIONS

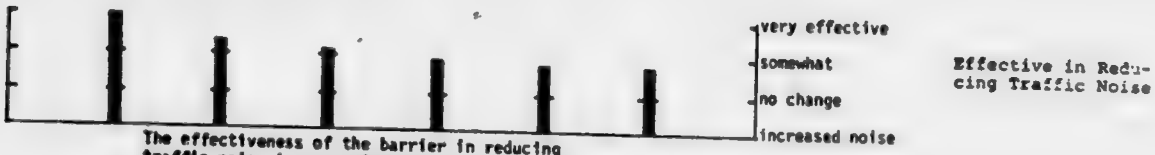
Note:
Bar Graphs represent tabulated responses from each Noise Reduction Group & were quantified by assigning numerical values to the levels of answers.



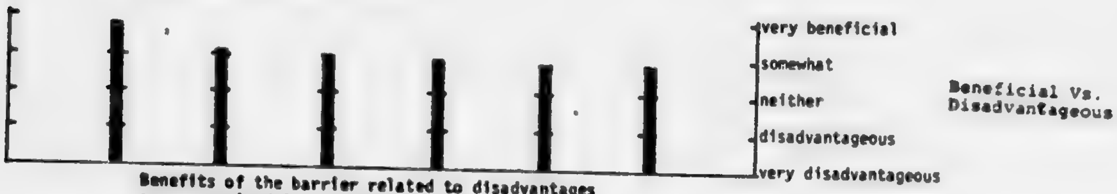
Noise reduction does not necessarily influence the evaluations of the barrier's appearance.



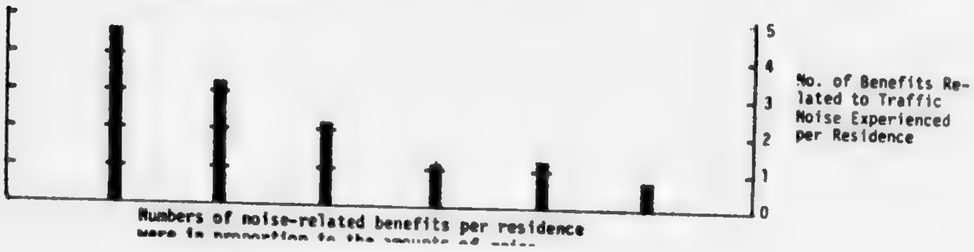
Present freeway noise is evaluated somewhat similarly by each group.



The effectiveness of the barrier in reducing traffic noise is recognized in proportion to the amounts of noise reduction,



Benefits of the barrier related to disadvantages are recognized in proportion to the amounts of noise reduction.



Numbers of noise-related benefits per residence were in proportion to the amounts of noise

AFTER SURVEY RESPONSES
RELATED TO NOISE REDUC.

Table 5

CONCLUSIONS

This undertaking followed Transportation Commission policy authorizing a demonstration project to evaluate the practicality of utilizing private matching funds for retrofitted noise mitigation on a completed section of the Interstate system.

The demonstration has shown that private participation in the funding process for a retrofitted noise barrier can be feasible and acceptable.

The community response survey indicated conclusively that the noise barrier was beneficial, and the degree of recognized benefits corresponded with the degree of noise reduction. The community for the most part evaluated the barrier as more beneficial after construction than before construction.

The demonstration showed that a retrofitted noise barrier can be designed to meet the needs of a community at a reasonable and acceptable cost.

Acknowledgments

The project was funded as a Type II noise barrier constructed with Federal Interstate Funds. The participation of the Federal Highway Administration in the barrier construction is greatfully acknowledged.

In addition, the authors acknowledge the participation of the following Oregon Department of Transportation Employees, without whose help, this paper would not have been possible: Tim Thex (data analysis and computer predictions), Newell Williams (field measurements), Earl Mershon (neighborhood survey), Phil Isaacs (statistics programming), Jerry Robertson (photography), Jim Holeman (Graphics), Carol Toscano, Ann Paris and Joyce Young (typing).

Appreciation is also extended to the many people who assisted in the design and construction of the barrier.

References

1. Anonymous. State of Oregon Interstate Freeway Noise Inventory. Oregon Department of Transportation, 1979.
2. Anonymous. ODOT Noise Mitigation Policy. Oregon Department of Transportation, 1979.
3. Anonymous. Cooperative Agreement Noise Mitigation Project. Oregon Department of Transportation--Highway Division, Miscellaneous Contracts and Agreements No. 7187, 1979.

8/21/79

ODOT NOISE MITIGATION POLICY

BACKGROUND

In recent years the Department has become aware of the impact of traffic noise on the adjacent environment and has investigated reasonable methods for mitigation. Generally such methods can be divided into three categories: (1) source emission reduction; (2) land use control; and (3) highway design.

The Department can only encourage other agencies to implement noise impact reduction measures in the first two categories. ODOT does have primary responsibility in the area of highway design.

Since May 14, 1976 when FHWA noise standards (FHPM 7-7-3) were issued, the Department has been incorporating noise mitigation measures into the design of new federal-aid highway construction projects where necessary and appropriate as a prerequisite to receiving federal-aid funding.

Consideration has been given to undertaking noise mitigation measures on existing or completed highways where excessive noise impacts are found to exist. In the fall of 1978, the Department completed a noise inventory covering most sections of the Interstate Highway System in Oregon. The study indicated that for those sections experiencing excessive noise levels and where barriers would be feasible, the cost of mitigation would be $140 million. Given the limited financial resource available to the Department and the many competing needs, the Department does not feel that expenditures for noise mitigation on existing highways can be justified at this time.

GENERAL POLICY

It is the policy of the Oregon Department of Transportation to undertake actions and support policies and programs which will minimize the adverse impact of noise generated by traffic on state highways. The Department recognizes that an effective noise mitigation policy requires a three-part approach: (1) source emission reduction; (2) land use control; and (3) highway design.

Adopted by Transportation Commission
Date Aug. 21, 1979

I. Source Emission Reduction

Source emission reduction is the most effective, far-reaching, long-range solution to the problem of traffic noise. Source emission reduction is primarily the responsibility of the Federal Environmental Protection Agency and the State Department of Environmental Quality. The Oregon Department of Transportation will support reasonable legislation and effective enforcement of noise source emission regulations.

Actions

A. Oregon Department of Transportation will present testimony before legislative bodies and rule-making hearings in support of early adoption and enforcement of reasonable noise emission control standards.

B. Oregon Department of Transportation will cooperate with EPA and DEQ in the implementation of federal and state noise legislation and regulations.

II. Land Use Control

The Oregon Department of Transportation will encourage local governments to exercise their powers and responsibilities to ensure compatible land use adjacent to state highways in order to minimize the adverse effect of traffic noise.

Actions

A. Oregon Department of Transportation will, through its planning coordination programs and as a participant in various planning forums, inform local governments of highway noise impacts and encourage effective planning and land use controls to ensure noise compatible land use adjacent to state highways.

B. Oregon Department of Transportation will encourage that transportation noise be considered and mitigating measures be included, where appropriate, in local government comprehensive plans and implementing ordinances.

C. Oregon Department of Transportation will cooperate with state and local agencies in the development and implementation of regulations which require the consideration of transportation noise in land development proposals adjacent to highways.

III. Highway ~~Division~~ Design & Abatement

The Department will consider the impact of traffic noise in decisions to locate, design, construct, operate and maintain highways.

The Department will incorporate noise mitigation measures where necessary and reasonable in conjunction with federal-aid highway construction and reconstruction projects, as required by FHWA noise regulations. Due to the magnitude of the costs involved in reducing noise on existing facilities and the overwhelming need for using all funds available for preserving a rapidly deteriorating highway system, the Department will not undertake projects at this time on completed highways, except on a demonstration basis.

Actions

A. The Department will comply with the noise study and mitigation requirements of FHWA related to federal-aid highway construction and reconstruction projects.

B. The Department may pursue a demonstration project(s) to evaluate the practicality of utilizing local or private funds to construct a noise mitigation project(s) on completed sections of the Interstate System.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-21-8

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(77)306

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Clackamas
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00083

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/30/81

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
SE 92nd Avenue - SE Lester Avenue

11. GENERAL DESCRIPTION OF WORK
Landscape top of sound berm

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 10/30/81 as requested in Mr. Keasey's letter of 12/10/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $4,000 Federal Funds $3,689.

RECEIVED
ST. HWY ENGR
DEC 23 '81
REFER TO
[illegible]
FOR

14. DATE 12/21/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9147

4

December 16, 1981

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9147

Gentlemen:

On December 11, 1981, we wrote to you concerning release of final payment on Contract No. 9147 awarded to MOCON Corporation for work on the S.E. 92nd Avenue-S.E. Lester Avenue Section of the East Portland Freeway in Multnomah and Clackamas Counties.

Final payment on this contract is $3,881.73 and the total contract amount is $505,189.94 including $881.73 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: MOCON Corporation
2700 S.E. 19th Street
Salem, OR 97302

bc: C. T. Keasey
Walt Hart
E. L. Hardt

TECHNICAL SERVICES BRANCH DES 16

R. E. Royer
Policy and Planning

November 27, 1981

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer

I-205 Mt. Scott Noise Barrier
Demonstration Project

Technical Services has reviewed the subject report as you requested in your November 4, 1981 memorandum. I am returning a copy of the report with numerous editorial comments, rewrites and questions marked in the text of the document. Revisions should be made to improve the accuracy, clarity and flow of the document before it is published by the Department.

You mention that an executive summary and "some suggested alternative courses of action" would then be forwarded to Mr. Coulter. If you mean that it is your intention to recommend revisions to the policy that may go to the Commission, then I would suggest the policy remain very strongly worded that no retrofit projects will be undertaken on completed portions of the state highway system. This position is dictated, of course, by our precarious financial situation.

Since we have a completed "demonstration" project, a revision of the policy may be appropriate in order to eliminate that connatation. If any avenue is left open for similar projects in the future, then I think the policy should require the local entity or neighborhood to provide all of the necessary matching funds.

Attachment

cc H. S. Coulter
R. N. Bothman
J. H. Versteeg
Gary Potter

(Environmental) ja

STATE OF OREGON
Transportation 378-8271

INTEROFFICE MEMO
File No: PLA

TO: Bob Bothman, Ed Hunter
Bob

DATE: November 4, 1981

FROM: Robert E. Royer, Asst. Director
Policy and Planning

SUBJECT: Report on I-205 Mt. Scott Noise Barrier Demonstration Project

We have recently completed our final draft of the report on the I-205 Mt. Scott Noise Barrier, a retrofitted demonstration project. This draft was prepared jointly by Anthony George, Jr. of the Environmental Section and Jay Blair, Policy and Planning.

We will forward the report with some minor adjustments to Scott Coulter, along with an executive summary and some suggested alternative courses of action. As you may gather from reading this draft, we feel the demonstration was a success in reducing freeway noise and in being acceptable to the impacted neighborhood. It may very well serve as a guide for determining future retrofitted noise barriers.

If you have any comments or suggestions, please let me hear from you by November 20th.

JB:jmy

11-10-81
Pls analyze and
R/D reply.
Ed

RECEIVED
TECHNICAL SERVICES
NOV 5 '81
REFER TO
Potter
FOR

Info	Inves	R/D	D/P	Sign	Act	File

1-205

ROAD DESIGN SECTION

DES 16-1

Roy T. Heinz
Resident Engineer

February 11, 1981

W. E. Cole
Design Engineer Supervisor

S.E. 92nd Avenue-S.E. Lester Avenue
East Portland Freeway
Multnomah and Clackamas Counties
Contract No. 9147

This letter acknowledges receipt of your narrative report on the subject project.

We appreciate receiving these reports, as they could be helpful to us in future design work.

WEC ja

1147

L

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. 92nd Ave. - S.E. Lester Ave.

WEEK ENDING: 1-31-81

SECTION PREFIX: 626-1060

HIGHWAY: East Portland Freeway

COUNTY: Mult & Clack

NAME OF JOB: S.E. 92nd Ave. - S.E. Lester Ave.

KIND OF WORK: Sound Barrier

CONTRACTOR: MOCON Corporation

CONTRACT NUMBER: 9147

FEDERAL AID PROJECT NUMBER: I-205-7(77)306

DATE OF CONTRACT: June 4,1980

DATE WORK STARTED: June 23,1980

COMPLETION DATE: Jan. 7,1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200

WORK DAYS USED:

CALENDAR DAYS USED: 200

SPECIFIED COMPLETION DATE: -

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 594,061

EXCLUSIVE OF ENGINEERING: $ 546,955

ENGINEERING AUTHORIZATION: $ 47,106

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 506,241

ENGINEERING COST TO DATE: $ 36,780

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT UNDERRUN: 7 %

PERCENT OF AUTHORIZATION: 78 %

DATE PROJECT WAS COMPLETED: 1-7-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Embankment	
-	100	-	100	100	-	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	N/A				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Fair	0	0	Contract work complete.
MONDAY 26	Showers	0	0	
TUESDAY 27	Rain	0	0	
WEDNESDAY 28	Showers	0	0	
THURSDAY 29	Cloudy	0	0	
FRIDAY 30	Fair	0	0	
SATURDAY 31	-	0	0	

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Jan 25	No activity.
MONDAY Jan 26	No activity this week.
TUESDAY Jan 27	
WEDNESDAY Jan 28	
THURSDAY Jan 29	
FRIDAY Jan 30	
SATURDAY Jan 31	

REMARKS

Summary: No activity. Semi final estimate submitted to Region 1-27-81. Final weekly report.

SIGNED ____________ LOCATION Portland

for Roy T. Heinz, Res. Eng'r

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

MOCON CORPORATION

September 30, 1980

Douglas, Grim, Carson & Dickey, P. C.
Attorneys At Law
The Old Garfield School
528 Cottage Street N. E.
Salem, OR 97301

Attn: Don A. Dickey

Dear Mr. Dickey:

Your letter of September 25, 1980 which you suggested placing a lien on the new East Portland Freeway I-205 was quite comical to say the least. I'm sure the transportation Commission got quite a chuckle.

Sincerely,

MOCON CORPORATION

COPY

Robert D. Morrow, Jr.
President

RDM:wgl
cc: Dept. of Transportation ✓
Mike Mills
Jerry Coday, Pafco

OCT 17 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT DIRECTOR
OCT 15 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

DOUGLAS, GRIM, CARSON & DICKEY, P.C.
ATTORNEYS AT LAW
THE OLD GARFIELD SCHOOL
528 COTTAGE STREET N.E.
SALEM, OREGON 97301

BRUCE E. DOUGLAS
BRUCE H. GRIM
LUCIAN J. CARSON
DON A. DICKEY

TELEPHONE
(503) 378-1015

September 25, 1980

Oregon State Highway Division
Bridge Section
Transportation Building, Room 329
Salem, Oregon 97310

RE: East Port Freeway I-205
Contract No. 9102 & 9417 9147
Delivery Notice to State

Gentlemen:

This firm represents Pafco Manufacturing Corporation in regard to the above-entitled matter. This letter is to comply with ORS 87.021.

Other relevant information includes the following:

(1) Pafco has supplied pre-cast concrete sound barriers for use in construction on the Freeway at two (2) sites: (a) Columbia Slough, NE Failing St., Portland, OR, Contract #9102, East Portland Freeway I-205; and (2) SE 92nd Avenue to SE Lester Ave., Contract #9147, East Portland Freeway I-205;

(2) Mocon Corporation President Bob Morrow, Jr. ordered the materials;

(3) A lien may be claimed for all materials and supplies delivered after a date which is ten (10) days before this notice was delivered or mailed;

(4) Payment to Mocon Corporation does not remove the right of Pafco to claim a lien against property unless Pafco is in fact paid.

(5) No further notice to the State of Oregon of this or any subsequent delivery is necessary.

Yours very truly,

DOUGLAS, GRIM, CARSON & DICKEY, PC

Don A Dickey

DON A. DICKEY

DD:JH

cc: Mocon Corporation
2700 - 19th,SE
Salem, Oregon

Pafco Manufacturing Corp.
2725 - 19th St., SE
Salem, Oregon

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

7147

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-204	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 616 [illegible]	State Oregon County Multnomah & Clackamas Project No. I-205-7(77)306

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, 0.33 mi. S. of Mult. Co. Line, N. 0.56

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-23-80	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $590,655.00	FEDERAL FUNDS $ 544,702.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G.L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 9, 1980

Federal Aid Project
No. I-205-7(77)306

S.E. 92nd Ave.-S.E. Lester Ave. Section
East Portland Freeway Highway
Multnomah & Clackamas Counties

Project Agreement Estimate.

Type Code Y007
Sound Berms, Sound Walls & Retaining walls (Sta. 550+60 to Sta. 581+00)

Mobilization	All	Required		$ 42,800.00
Temporary Protection and Direction of Traffic	All	Required		10,500.00
Temporary Signs	320	Sq.Ft.	$ 10.00	3,200.00
Temporary Plastic Safety Markers	5	Each	60.00	300.00
Flagmen	350	Hour	20.00	7,000.00
Removal of Structures and Obstructions	All	Required		1,000.00
Embankment in Place	42,600	Cu.Yd.	3.10	132,060.00
Trench Excavation	20	Cu.Yd.	20.00	400.00
Finishing Roadbed and Slopes	All	Required		1.00
Watering	130	M-Gal.	17.50	2,275.00
Aggregate Base	20	Cu.Yd.	30.00	600.00
Class "B" Asphalt Concrete	25	Ton	65.00	1,625.00
6-inch Culvert Pipe	20	Lin.Ft.	12.00	240.00
12-inch Sewer Pipe	34	Lin.Ft.	18.00	612.00
Concrete Manholes	1	Each	1,600.00	1,600.00
Concrete Inlets, Type G-2MA	1	Each	750.00	750.00
16'x72" Chain Link Double Gates	1	Each	900.00	900.00
Concrete Barrier	175	Lin.Ft.	28.00	4,900.00
Capping Manholes	1	Each	200.00	200.00
Roadside Seeding and Mulching With Mulch Binder	4	Acre	2,500.00	10,000.00
Structure Excavation, Retaining Wall	116	Cu.Yd.	6.00	696.00
Concrete in Retaining Wall	105	Cu.Yd.	285.00	29,925.00
Reinforcement in Retaining Wall	11,000	Lb.	0.42	4,620.00
92nd Ave. Overcrossing Sound Wall	All	Required		84,000.00
Structure Excavation, Precast Sound Wall	70	Cu.Yd.	70.00	4,900.00
Precast Concrete Panels	13,630	Sq.Ft.	8.25	112,447.50
Precast Concrete Pilasters	1,525	Lin.Ft.	29.00	44,225.00
Pilaster Footings	545	Lin.Ft.	25.00	13,625.00
		Subtotal		$515,401.50

Oregon State Highway Division
Salem, Oregon, June 9, 1980

Federal Aid Project
No. I-205-7(77)306

Anticipated Items Temporary Erosion Control	All Required	$ 5,000.00
	Subtotal	$520,401.50
	Engineering	70,253.50
	Total	$590,655.00

Length of Project . . . . 0.00 mi.

(Work Retained in Program Status not included in amounts below).

Permanent Signing	All Required	$ 5,000.00

Federal Funds (92.22%)	$544,702.00	
State Funds	6,453.00	
Citizens of Mt. Scott	39,500.00	*
Total	$590,655.00	

Group 1 100%
Contract No. 9147
Prefix: 626-1909
Prefix: 626-1060

* Fixed Amount.

7-7

HIGHWAY DIVISION - ODOT

May 28, 1980

F I L E

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 29, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened May 29, 1980 on the following projects:

1. U.P.R.R. X'ing-LaGrande-Baker Highway (Baker)
   Pocahontas Road
   Baker County

   Paving. Two twelve-foot travel lanes with fourteen-foot median. Three-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. Clackamas Highway at Freeman Ave (Milwaukie)
   Clackamas County
   Traffic Signals.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Jordan Valley-Idaho State Line
   Broadhurst Lane
   Malheur County
   Paving. Twenty-two-foot roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366. Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. N.W. Nye Street-Oregon Coast Highway (Newport) and
   Corvallis/Newport Highway @ John Moore Road
   N.W. 11th Street and Corvallis/Newport Highway
   Lincoln County

   Paving and Signals. Forty-foot roadway on N.W. 11th. Curb cuts on existing sidewalk and traffic signals being installed at the intersection of N.W. 11th and Oregon Coast Highway. Traffic signals being installed at the intersection of John Moore Road and Corvallis-Newport Highway.

   Same as No. 3.

5. Willow Creek Bridge (Heppner)
   Heppner Highway
   Morrow County

   Structure. Thirty-four-foot, eight-inch roadway. Two six-foot sidewalks and ramps available for pedestrian and bicycle use.

   Same as No. 1.

6. Upper White River Bridge
   County Road No. 237
   Wasco County

   Structure. Twenty-eight-foot roadway on structure. Twenty-eight-foot aggregate roadway on approached (by others).

   Same as No. 3.

7. Amazon Creek Bridge
   Acorn Park Street (Eugene)
   Lane County

   Structure. Five-foot sidewalks on structure available for pedestrian and bicycle traffic. A ten-foot Class I Bikeway is being built under the structure with connections to Acorn Park Street.

8. N.E. 33rd Avenue @ N.E. Broadway and
   S.E. 39th Avenue @ S.E. Stark Street (Portland)
   Multnomah County

   Paving and Signals. Sidewalks, variable width, five to twelve feet with ramps will be available for pedestrian and bicycle traffic

   Same as No. 1.

9. S.E. 92nd Avenue-S.E. Lester Avenue
East Portland Freeway
Multnomah and Clackamas Counties

Grading and Appurtenances. A Class I Bikeway has been constructed on this project under previous contract.

10. Birch Creek (Sparks) Bridge
Canyon Road
Umatilla County

Grading, Paving and Structure. Twenty-eight-foot roadway on structure and approaches.

Same as No. 3.

RS:ge

cc: E. S. Hunter
D. G. Talbot
L. F. George
F. E. Terpin
George Bell
Don Harwell

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -205-7(77)306

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Salem, Oregon

PROGRAM NO.

ITEM NO. 00083

COUNTY NAME Clackamas & Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 30 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5/30

DATE PS&E APPROVED 4-23-80

DATE AUTHORIZATION EFFECTIVE 5/7/80

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:
S. E. 92nd Avenue - S. E. Lester Avenue

GENERAL DESCRIPTION OF WORK:
Sound Berms

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Temporary Erosion Control $5,000

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5-5-80 request and certifying statements are accepted. Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $870,000 Federal Funds $802,600.

A signed copy of the Title Sheet is returned herewith.

DATE 5-22-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE

9147 2

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	I-205-7(77)306
STATE PROJECT NO.	See below
FROM:	G. L. Green, Division Administrator Salem, Oregon
PROGRAM NO.	
ITEM NO.	00083
COUNTY NAME	Clackamas & Multnomah
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 30 '80
REFER TO Mac kring
FOR
nfo | nves | R/D | O/R | Sign | ct | le

4/30 orig

DATE PS&E APPROVED	4-23-80
DATE AUTHORIZATION EFFECTIVE	4-23-80
FEDERAL ROUTE NUMBER	Interstate 205
STATE ROUTE NUMBER	Primary 64

GENERAL LOCATION:

S. E. 92nd Avenue - S. E. Lester Avenue Section

GENERAL DESCRIPTION OF WORK:

Sound Berms

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3-17-80, you are authorized to proceed with actions necessary to advance the physical construction of the subject project at a T.E.C. of $870,400 with Federal participation limited to $802,600.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-23-80	G K H	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-055

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 26, 1980

NOTED
E. S. HUNTER

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: PS&E Data Submission
Item No. 00083
Project No. I-205-7(77)306
S.E. 92nd Ave. - S.E. Lester Ave.

We are forwarding documentation for PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on April 24, 1980 but request PS&E approval and authorization to proceed with actions necessary to advance the physical construction at this time. Right-of-way, Utility, Environmental Certification and other status reports will be submitted at the time we request advertising authorization.

Federal Funds (92.22%)	$802,661
State Funds	67,716
Total Cost	870,377

DAR:bke
Attachments
cc: E.S. Hunter
W.J. Hart
J.H. Versteeg

RECEIVED
TECHNICAL SECTION
MAR 27 '80
REFER TO
FOR

Form 734-3122

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/21/80

Apr. 24, ~~Mar. 27~~, 1980 Bid Letting ______ All Clear Deadline

SECTION SE ~~43rd~~ 92nd SE Lester Road
Highway E. Portland Freeway
County Multnomah Region 1
Type of Work Noise Mitigation Funds FAI
State ✓ Consultant ___ Plans Avail. ✓ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☐	☒	☐	☐	☒
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone:
Date: February 22, 1980

File No: 77-81

TO: G. A. Potter, Manager
Environmental Section

FROM: R. N. Bothman
Administrator
Bothman

SUBJECT: Mt. Scott Noise Barrier

I have evaluated your analysis of the Mt. Scott noise barrier dated February 15, 1980.

Please proceed with the project as planned, including the 10-foot barrier across the 92nd Avenue structure.

RNB:ke

cc: W. J. Hart
J. H. Versteeg

APPROVED
E A Hunter
E. A. Hunter
2-25-80

Wall needs good end treatment and architectural treatment on faces.

cc Potter
Hart
Versteeg
2-26-80

✓ Versteeg
Anderson
Sullivan

RECEIVED
[illegible] 1980
ROAD DESIGN SECTION

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. R. N. Bothman
Administrator METRO

DATE: January 24, 1980

DES 23
BR 9711B

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER [illegible]

NOTED
E. S. HUNTER

SUBJECT: Noise Mitigation
S.E.92nd Ave.-S.E.Lester Ave. Sec.
I-205
Bridge 9711B

The plans for the noise mitigation between S. E. 92nd Avenue and S. E. Lester Avenue call for a 10' wall across the 92 Avenue overcrossing. The Environmental Section indicates that the barrier on the structure is of negligible value without continuation of the barrier to the north.

The visual impact of a 16'-6" deep wall (6'-6" structure plus 10' wall) over 92nd Avenue is going to be less than impressive.

Please review the question of the barrier across the structure to be certain that the positive benefits of the negligible noise reduction offset the negative effects of a significant visual impact. There are going to be future locations where noise barriers will have to be carried across structures. In this instance the question is—is this the location to set that precedence?

WJH:dh

cc E. S. Hunter
J. H. Versteeg
Gary Potter
E. L. Hardt

RECEIVED
TECHNICAL SERVICES

JAN 24 '80

REFER TO

FOR

Info | R/D | Act

1197

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 4, 1979

IN REPLY REFER TO
FILE NO.: AGR 7

Citizens of Mt. Scott
8715 S.E. 91st Avenue
Portland, OR 97266

MISC. CONTRACTS and
AGREEMENTS No. 7187

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Noise Mitigation Project along I-205 in the Mt. Scott Neighborhood.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

kkr

Attachment
bc: Don Harwell (agreement attached)

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
DEC 1 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG. ✓

Requires advance deposit

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services — DEPT.
238-8386 — TELEPHONE

TO: BUZ SWAN
Federal Aid Manager - Salem

DATE: October 22, 1979

FROM: EARL MERSHON Earl Mershon
Staff Assistant - Metro

SUBJECT: Agreement for Mt. Scott Noise Barrier
S.E. 93rd Ave. - S.E. Lester Street
East Portland Freeway
Multnomah and Clackamas Counties
Planning File 77-81

Attached is a copy of the draft agreement for the subject project that is satisfactory to both Metro and the Citizens of Mt. Scott. Metro did make revisions to both the "State Obligations" and "Group Obligations" sections of the agreement before submitting it to the citizens group for review.

Please review our modifications and prepare this agreement for signature. One of the Citizens of Mt. Scott leaders will be out of town on vacation between October 27 and November 12. If there is not enough time to prepare the agreement this week, then we will plan on obtaining the signatures after November 12.

pq

Attachment

cc R. N. Bothman
M. J. Klotz
J. Rose
J. Kaiser

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
OCT 25 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

STATE OF OREGON

INTEROFFICE MEMO

ODOT- METRO
DEPT.

238-8250
TELEPHONE

TO: Buz Swan
Project Management

DATE: September 25, 1979

FROM: JON ROSE Jon Rose
Federal Aid Specialist

SUBJECT: Proposed Agreement for Mt. Scott Noise Barrier
S.E. Mt. Scott Blvd. - S.E. Lester Street
East Portland Freeway (I-205)
Multnomah and Clackamas Counties
Metro Planning File No. 77-81

Metro and a group of citizens in the Mt. Scott area propose to develop a project to install noise barriers to shield the residential area on the east side of I-205 between Tenino Court and Lester Street. Metro proposes to perform PE using the existing I-205 PE prefix with state to provide local matching money.

Local residents have organized and pledged matching money for construction in the amount of $40,000. The Transportation Commission has agreed to provide the like amount so that with federal participation, the project can be funded for a total cost of $1 million. An agreement should be prepared shortly to describe the limits of the project and define funding responsibilities. The agreement should cover the following items:

1. Preliminary engineering, including a noise study, will extend from the Lester Street undercrossing (M.P. 16.24) to the Mt. Scott Boulevard overcrossing (M.P. 17.11). The ultimate project will result in a noise control installation; either a wall, a berm or both, between M.P. 16.24 and approximately M.P. 16.8.
2. State will perform all engineering both PE and construction, and will perform all maintenance upon completion.
3. The entire project will be financed using Interstate Funds.
4. The state shall provide matching money for the preliminary engineering phase of the work and costs will be charged against the existing PE prefix (626-1909).
5. Construction will be financed with Interstate Funds and the local match will be shared equally between the state and a group of affected residents. The share to be borne by the local residents is not to exceed $40,000.
6. Local share has been pledged by three individuals: Mr. Harold F. Juedes; Mr. John L. Groenlund: Mr. Don Kent.
7. As evidence of good faith, the citizens group will submit an advance deposit of $500 (a part of its $40,000 maximum).

The reamining $39,500, or the local share of the contract amount (whichever is less) is to be submitted following bid opening.

A meeting has been scheduled with the citizens group for October 25, 1979. If possible, Metro would like a draft copy for the group to review for a week or so in advance of that meeting. At present, the tentative schedule calls for opening bids on February 28, 1980.

If further information is necessary in order to prepare an agreement, Earl Mershon (238-8386) has been in contact with the citizens group and has attended recent meetings so he is familiar with the verbal understanding which we now have with the community.

po

cc: R.N. Bothman
M.J. Klotz
G.W. Kaiser
E.C. Mershon

December 4, 1979

AGR 7

Citizens of Mt. Scott
8715 S.E. 91st Avenue
Portland, OR 97266

MISC. CONTRACTS and
AGREEMENTS No. 7187

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Noise Mitigation Project along I-205 in the Mt. Scott Neighborhood.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Attachment
bc: Don Harwell (agreement attached)

I 205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

November 29, 1979

Salem, OR 97310

FROM: Anthony (Tony) George, Engineering Coordinator
Environmental Section

TO: Earl Mershon
Metro

SUBJECT: Mt. Scott Noise Barrier
92nd Ave.-Lester Section
I-205 Freeway
Multnomah & Clackamas Counties
City of Portland

Attached is a revised table specifying the recommended minimum barrier elevations. The elevation specified is the top of barrier at the indicated distance from the NB centerline. This elevation should be maintained but the distance may be closer to the freeway.

The preferred barrier is that of an earthen berm. Should a wall or a wall/berm combination with the wall greater than 4 feet in height be desired, the barrier efficiency is degraded 3 dBA. To offset this, an additional 2 feet must be added to the elevations indicated.

As previously required, please provide us with the determination of engineering feasibility and estimated costs. Since the desired height for the 92nd structure barrier appears not feasible, please determine the maximum height which is. Also, more definitive information as to the material source location and haul routes is necessary.

When we receive these data, we will proceed with completion of our narrative report.

If we can be of further assistance at this time, please let me know, otherwise, we will proceed with the preparation of our report.

AJG:TP:lb

Attachment

cc: J. H. Versteeg
R. N. Bothman

✓

3

MT. SCOTT NOISE BARRIER ANALYSIS
I-205 FREEWAY
BARRIER LOCATION AND ELEVATION
(92nd AVENUE STRUCTURE TO LESTER AVENUE)

	Centerline Elevation			
Station Number	NB Feet	SB Feet	Top of Barrier Feet	Distance from North Bound Centerline Feet*
581	226	217	255	135
580	227	218	256	132
579	228	219	257	132
578	228	220	258	135
577	229	221	259	135
576	230	222	259	135
575	231	223	260	135
574	232	224	261	135
573	232	226	262	138
572	233	226	262	138
571	234	228	262	138
570	235	228	262	138
569	236	229	262	136
568	238	230	262	120
567	238	231	262	100
566	239	232	262	90
565	240	234	262	88
564	240	235	262	88
563	241	236	262	86
562	242	237	262	86
561	244	239	262	82
560	244	240	262	82
559	245	241	262	80
558	246	241	262	78
557	247	243	262	78
556	247	244	262	78
555	247	244	262	78

*Distance from Northbound Centerline

(11-29-79)

1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

November 1, 1979

Salem, OR 97310

Tony

FROM: Anthony J. George Jr.
Engineering Coordinator
Environmental Section

TO: Earl Mershon
Metro

SUBJECT: Mt. Scott Noise Barrier
92nd Ave-Lester Section
I-205 Freeway
Multnomah County

Attached is a table specifying the recommended barrier elevation for the subject project. The elevation specified assumes that the top of barrier is at the distance from the NB centerline indicated in the right hand column. If the distance from the NB centerline is different than that assumed, then the top of barrier elevation must equal the elevation of the line shown on the enclosed crossections, at the correct distance. If you have any questions on this point, please let me know.

As previously discussed, please have your office provide us with the determination of engineering feasibility and estimated costs. These data should be provided in segments:

a. North of 92nd structure

b. 92nd structure

c. Between 92nd structure and Lester

When we receive these data, we will proceed with completion of our narrative report and preparation of a verbal presentation for the neighborhood meeting.

The elevations provided are necessary to mitigate all noise impacts throughout the project study area. However, depending on the location of the actual residences participating in the project, the barrier may be overdesigned (higher than needed) and could possibly be lowered. Non-participating residences would, in this case, receive higher noise levels. These issues and tradeoffs can be further discussed at the public meeting.

If we can be of further assistance at this time, please let me know, otherwise, we will proceed with the preparation of our report.

AJG:ct

cc: J.H. Versteeg
R.N. Bothman

RECEIVED
NOV 1 1979
ROAD DESIGN
SECTION

1 Versteeg
Anderson
[illegible]
Olsen
Sullivan
Terpin
4 Tout
Wakerlig
Action

MT. SCOTT NOISE BARRIER ANALYSIS

I-205 FREEWAY

BARRIER LOCATION AND ELEVATION

SOUTH OF 92nd AVENUE STRUCTURE

BY STATIONS

Station Number	Centerline Elevation NB Feet	Centerline Elevation SB Feet	Top of Barrier Feet	Distance from North Bound Centerline Feet*
581	226	217	258	135
580	227	218	259	135
579	228	219	260	135
578	228	220	260	135
577	229	221	260	135
576	230	222	261	132
575	231	223	262	135
574	232	224	262	135
573	232	226	263	138
572	233	226	263	138
571	234	228	264	138
570	235	228	264	138
569	236	229	264	136
568	238	230	265	120
567	238	231	265	100
566	239	232	265	90
565	240	234	265	90
564	240	235	265	90
563	241	236	265	88
562	242	237	265	86
561	244	239	265	84
560	244	240	265	84
559	245	241	265	80
558	246	241	265	80
557	247	243	265	78
556	247	244	265	78
555	247	244	265	78
(92nd Structure)				
553	248	245	262	50

*Distance from North Bound Centerline

MT. SCOTT NOISE BARRIER ANALYSIS

I-205 FREEWAY

BARRIER LOCATION AND ELEVATION

NORTH OF 92nd AVENUE STRUCTURE

BY STATIONS

Station Number	Centerline Elevation NB Feet	Centerline Elevation SB Feet	Top of Barrier Feet	Distance from North Bound Centerline Feet*
550	246.5	245	264	75
549	247.2	244.5	264	90
548	246.5	243.5	264	100
547	245.5	242.5	263	100
546	244.5	241.5	263	100
545	243	240.5	262	100
544	242	239.5	261	100
543	241	238	260	100
542	239.5	237	260	100
541	238.5	236	259	100
540	237.5	235	259	100
539	236	233.5	259	100
538	235	232.5	258	100
537	234	231	255	90
536	232	230	Blend into existing topo	
(92nd Structure)				
553	248	245	262	50

*Distance from North Bound Centerline.

2.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
October 12, 1979
Salem, OR 97310

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Mt. Scott (I-205) Noise
Barrier Project
Multnomah County

TO: Don Adams
Project Development Manager
METRO

On October 5, 1979, we received the minutes of your September 19, 1979, meeting with the Mt. Scott neighborhood. This memo indicates that a different study is required than the one we had previously discussed with Earl Mershon and Jef Kaiser. We need to cover a larger study area and address the impacts at more receptors than originally anticipated. Because this information was received so late after the meeting, a significant effort has laready been expended in obtaining noise measurements. Additional monitoring will be required. After reevaluating the study requirements, we feel that we can deliver our noise study report to you by November 19, 1979.

At this time, I recommend that you notify all in attendance that the October 25, 1979, meeting has been postponed and that a new meeting date will be established in the near future. In the meantime, we will do our best to develop all the information required.

GAP:AG:lb

cc: E. S. Hunter
R. N. Bothman
M. J. Klotz
J. W. Kaiser
Earl Mershon

RECEIVED
TECHNICAL SERVICES
OCT 12 '79
REFER TO
FOR

Info	Invec	R/D	D/R	Sign	Act	File

STATE OF OREGON **INTEROFFICE MEMO**

ODOT- METRO
DEPT.

238-8250
TELEPHONE

TO: Buz Swan
Project Management

DATE: September 25, 1979

FROM: JON ROSE Jon Rose
Federal Aid Specialist

SUBJECT: Proposed Agreement for Mt. Scott Noise Barrier
S.E. Mt. Scott Blvd. - S.E. Lester Street
East Portland Freeway (I-205)
Multnomah and Clackamas Counties
Metro Planning File No. 77-81

Metro and a group of citizens in the Mt. Scott area propose to develop a project to install noise barriers to shield the residential area on the east side of I-205 between Tenino Court and Lester Street. Metro proposes to perform PE using the existing I-205 PE prefix with state to provide local matching money.

Local residents have organized and pledged matching money for construction in the amount of $40,000. The Transportation Commission has agreed to provide the like amount so that with federal participation, the project can be funded for a total cost of $1 million. An agreement should be prepared shortly to describe the limits of the project and define funding responsibilities. The agreement should cover the following items:

1. Preliminary engineering, including a noise study, will extend from the Lester Street undercrossing (M.P. 16.24) to the Mt. Scott Boulevard overcrossing (M.P. 17.11). The ultimate project will result in a noise control installation; either a wall, a berm or both, between M.P. 16.24 and approximately M.P. 16.8.
2. State will perform all engineering, both PE and construction, and will perform all maintenance upon completion.
3. The entire project will be financed using Interstate Funds.
4. The state shall provide matching money for the preliminary engineering phase of the work and costs will be charged against the existing PE prefix (626-1909).
5. Construction will be financed with Interstate Funds and the local match will be shared equally between the state and a group of affected residents. The share to be borne by the local residents is not to exceed $40,000.
6. Local share has been pledged by three individuals: Mr. Harold F. Juedes; Mr. John L. Groenlund: Mr. Don Kent.
7. As evidence of good faith, the citizens group will submit an advance deposit of $500 (a part of its $40,000 maximum).

REFER TO
[illegible]

10-1
CX

Could use new provision for "letter credit"
R

> The reamining $39,500, or the local share of the contract amount (whichever is less) is to be submitted following bid opening.

A meeting has been scheduled with the citizens group for October 25, 1979. If possible, Metro would like a draft copy for the group to review for a week or so in advance of that meeting. At present, the tentative schedule calls for opening bids on February 28, 1980.

If further information is necessary in order to prepare an agreement, Earl Mershon (238-8386) has been in contact with the citizens group and has attended recent meetings so he is familiar with the verbal understanding which we now have with the community.

po

cc: R.N. Bothman
M.J. Klotz
G.W. Kaiser
E.C. Mershon

9

L.

August 28, 1979

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Hatfield:

Special Noise Mitigation Project
I-205
Citizens of Mt. Scott

I am pleased to advise you that the Transportation Commission adopted a noise mitigation policy at their meeting on August 21 and also authorized a demonstration project on I-205 from S.E. Lester Avenue to S.E. 92nd Avenue (east side).

Whether or not noise should be mitigated along existing sections of freeway is a question that has been of much concern to the Department and the Transportation Commission. Obviously, the noise mitigation measures themselves do nothing to enhance the ability of the freeway to move people or goods and the costs of mitigation are very high. Also, we have found noise to be very subjective. Much development occurs immediately adjacent to existing freeways apparently without loss of property value and with no shortage of willing buyers.

We did a quick survey of the urban freeways in Oregon and estimate that noise mitigation measures, where practical, would cost $140 million.

With these kinds of considerations in mind the Commission's adopted policy is to not retrofit existing facilities. However, in recognition of the zeal and community support exhibited by the citizens of Mt. Scott and their willingness to share in the costs of a project, and also the fact that through the circumstances of changing federal rules the project immediately north of them has incorporated within it noise mitigation measures, the Commission did authorize an exception to their general policy for demonstration purposes. By undertaking this project, we will be able to determine the practicality of working out a project such as this in partnership with a neighborhood group. We will be looking to the Federal Highway Administration to authorize this project for interstate funding.

I appreciate your interest and will advise you if help is needed down the road.

Sincerely,

F. B. Klaboe
Director

LWR:jh

bc: H. S. Coulter
R. N. Bothman

WARREN G. MAGNUSON, WASH., CHAIRMAN
JOHN C. STENNIS, MISS.
ROBERT C. BYRD, W. VA.
WILLIAM PROXMIRE, WIS.
DANIEL K. INOUYE, HAWAII
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RICHARD S. SCHWEIKER, PA.
HENRY BELLMON, OKLA.
LOWELL P. WEICKER, JR., CONN.

JAMES R. CALLOWAY
CHIEF COUNSEL AND STAFF DIRECTOR

United States Senate
COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

April 3, 1979

Mr. Fred Klaboe
Director, Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Fred:

During my visit to Oregon last weekend the representatives of the Citizens of Mt. Scott presented me with some materials concerning the noise pollution problems on I-205. I understand they met with the Highway Commission and are continuing to work with your staff on the possibility of obtaining state and federal funds for some type of noise abatement procedures.

While I promised to indicate to you my desire to be helpful, I realize the Commission must consider a number of factors before approving some type of project for this area. From the explanation which was given to me, though, it would appear that there are some aspects of this particular location which set it apart from the numerous other communities which have noise problems caused by freeways.

Be sure to let me know if I can assist in any of the dealings with the Department of Transportation.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:lfa
Enclosure

RECEIVED
STATE HWY ENGR
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REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

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APR 4 '79
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CITIZENS of MT. SCOTT
8715 S.E. 91st Avenue • Portland, Oregon 97266

Harold Juedes, Chairman
(503) 771-6925
John Groenlund, Co-Chairman
(503) 775-0896
Don Kent, Co-Chairman
(503) 777-2904

0.238-5595

March 31, 1979

The Honorable Mark Hatfield
U. S. Senate
Washington, D.C.

Dear Senator Hatfield:

Re: Summary of I-205 Freeway Noise Problem - S.E. Lester to 92nd Avenue (Eastside of the Freeway)

The Citizens of Mt. Scott do hereby present to the Honorable U.S. Senator, Mark Hatfield, a summary of our efforts to alleviate the traffic noise and pollution along the I-205 Freeway between S.E. Lester and S. E. 92nd Avenue in Portland, Oregon.

The original environmental impact study on this section of the Federal and State Highway I-205 stated that it was to be a depressed road bed in our neighborhood, and that noise would not be a problem for the Mt. Scott residents since it was to be schematically designed to pass under S. E. 92nd Avenue.

The said schematic design was changed at a later date -- without the knowledge of neighborhood residents -- because the State Highway Department apparently could not solve the problem of the annual flood of nearby Johnson Creek in the S. E. 92nd Avenue area. The only acknowledgeable solution to the problem was to elevate I-205 over S. E. 92nd Avenue beginning in the area of the S. E. Lester overpass. In addition to the elevation of the Freeway, the highway was tilted in our direction, then further cross-grooved which increased the noise generated by the tires of the vehicles traveling the Highway.

We, who reside in this neighborhood, were originally attracted to this area because it was a quiet peaceful community. The area where the I-205 Freeway now exists was formerly a wide open field--a portion of it was in fact a beautiful orchard. There was little noise, BUT NOW - the noise level is above the decibel standards set by the Federal Highway Department. FURTHER, it is estimated by the Department that traffic will increase another 75% when the Freeway is completed.

As we see it, the following extenuating circumstances are valid:

1. We were here first. This was a quiet neighborhood prior to the development of the Freeway.

2. Noise levels now exceed Federal Highway standards with only approximately 25% of the predicted volume of full travel moving on the Freeway according to the estimates of the State Highway Department. It will be one of the busiest Highway portions in Oregon when the Columbia River Bridge is finished.

3. The schematic design was arbitrarily changed and this brought about the existing noise problem. If the original design (a depressed Freeway) had been adopted

the noise levels would be much lower.

4. The physical distress, and the devaluations of our homes are also of great concern to us. Further, an air pollution problem is developing.

5. Quite contrary to our neighborhood, all of the I-205 Freeway north of S. E. Foster clear to the Columbia River was treated as a depressed Freeway with earth berms and walls to protect the neighborhoods. We reside on that same Freeway approximately one mile south of such favorable treatment, yet we have absolutely no protection from noise and pollution.

6. We have met on several occasions with Mr. Robert Bothmann, State Highway Engineer, and he recognizes that our noise problem is very acute and will get worse. He has recommended to the State Highway Department that immediate action be taken to attenuate our noise problem by building a berm and walls (see enclosure).

7. The reason, however, that said berm has never been built, in spite of two promises to the effect that it would be, is that the State Highway Department does not have a written policy as to how to address itself to Freeway problems within the State.

8. The officers of the Mt. Scott Citizens group met with the State Highway Commission last Tuesday (March27th) and presented a proposal to them suggesting that we would be willing to match funds with the State Departments 8% allocation of costs. We also offered the services of our attorneys to work with the State Highway Department to formulate a written policy. They were agreeable and receptive to this proposal.

The noise problem is not our fault. We were living here in a quiet peaceful neighborhood. The Federal and State Highway Departments created our noise problem. We believe that they, therefore, have a moral responsibility to correct this noise problem that they have created and which we are having to endure.

Senator Hatfield, we want you to be aware of our problem. We do feel that we are getting some cooperation now from the Oregon State Highway Commission and Department as a result of our recent meeting. We realize that you are a very busy U. S. Senator. We simply request that if we should need your support in furthering our cause, that you would be available to us.

Sincerely yours,

CITIZENS OF MT. SCOTT

Harold F. Juedes

Harold Juedes, Chairman

John Groenlund

John Groenlund, Co-Chairman

Don Kent

Don Kent, Co-Chairman

ENCLOSURES

CITIZENS of MT. SCOTT
8715 S.E. 91st Avenue • Portland, Oregon 97266

Harold Juedes, Chairman
(503) 771-6925

John Groenlund, Co-Chairman
(503) 775-0896

Don Kent, Co-Chairman
(503) 777-2904

In August of 1976, a group of citizens formed a committee entitled "Citizens of Mt. Scott." The objective and purpose of this committee, was to file a petition with the State Highway Department. Bringing to their attention our concern regarding the excessive traffic noise that we are experiencing, because of the newly constructed I-205 freeway that cuts through our backyards.

The original environmental impact study stated: the I-205 freeway project in our neighborhood would be designed as a depressed (below natural ground level), freeway with earth berms and walls provided to keep traffic noise within Federal standards. However, when the I-205 freeway was constructed it was actually elevated above natural ground level without a berm or wall in our neighborhood.

In October 1976, we contacted Mr. Robert Bothman the State Highway Engineer in charge of this section of the I-205 freeway project, for the purpose of meeting with him and his staff.

At that meeting we stated our concern regarding the existing and future traffic noise in our neighborhood. We also presented a petition requesting the State Highway Department construct an extensive earth berm with landscaping, shrubs and trees, or a concrete wall to shield our homes from the excessive traffic noise. Mr. Bothman informed our committee he would conduct a monitering noise level test in our neighborhood. He would complete a study of our area and after that study and test was completed, he would contact our committee for a followup meeting.

In December 1976, Mr. Bothman arranged for the followup meeting at his office. At that meeting he presented the results of the study. Mr. Bothman stated and we quote, "Current noise levels in the subject area are above the L1070 DBA, the standard acceptable level. It is recommended that a project be programmed to immediately address attenuation of the noise on the I-205 project from Southeast 92nd Avenue to Southeast Lester Street on the eastside of the freeway. All of the I-205 project north of this section will be attenuated for noise." End of quote. Mr. Bothman showed us the proposed blueprints of the extensive berm that would be constructed. We asked Mr. Bothman when could we expect this construction to begin. He stated that we would not be able to get to this during the summer of 1977 because of other committments, but would be able to get to this project by the summer of 1978.

CITIZENS of MT. SCOTT
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(503) 777-2904

The committee assumed, from this meeting, that our earth berm and wall would be constructed during the summer of 1978. During the interval, our committee contacted the State Highway Department on several occasions, as a followup, to determine the present status of our project. Each time we were assured our project was still on schedule for the summer of 1978.

In July of 1978 when we realized the freeway project was obviously not on schedule, we decided we needed another meeting with Mr. Bothman. At that time he informed us our project was being held up by Mr. Fred Klaboe, Chief of Operations State Highway Department.

In August of 1978 our committee decided we should contact the Federal Highway Department and discuss with them our problem. We contacted Mr. L. E. Lybecker who is Reginal Administrator for the Federal Highway Department and scheduled a meeting. At that meeting Mr. Lybecker stated the Federal Highway Department normally allows the State Highway Department to determine their own policy and procedures for this kind of project. However, He said he would discuss this project with Mr. Fred Klaboe because of the violation of Federal noise level standards for Interstate Freeways. We asked Mr. Lybecker if the Federal money (which represents 92% of the total cost of this project) is available for construction of this type of project. His answer was yes and he further stated that Federal money is available for corrective measures, especially when they violate Federal standards.

In September 1978 we contacted Mr. Fred Klaboe, Chief of Operations for the State Highway Department. We asked him about our project and he stated the State Highway Commission has not established the policy and procedures regarding corrective measures along the newly constructed portion of the I-205 freeway project. We asked that we be invited to attend the next meeting of the Federal Highway Commission and be allowed to make a presentation at that time. To date we have not been contacted regarding this meeting.

Our committee believes a precedent regarding the policy and procedure has already been established. The precedent was established by the citizens of Maywood Park. The State Highway Department has constructed extensive sould berms and walls in their neighborhood to protect them from excessive traffic noise.

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(503) 777-2904

In their own state publication "Tomorrows I-205" it is stated and we quote: "The noise anaylsis of I-205 shows that an overall increase in sound levels will occur in areas next to the freeway. Noise impacts would vary from none to severe, depending on the location. Construction of extensive sound berms and walls will keep noise levels within Federal Standards in ALL areas along I-205. Special attention will be given to public institutions, schools and residential neighborhoods." End of quote.

Mr. Klaboe, if it is morally right to provide extensive earth berms and walls to keep noise levels within Federal standards for the citizens of Maywood Park then isn't it morally right to do the same for the citizens of Mt. Scott, especially when it has already been proven that the noise levels exceed Federal Standards. Furthermore, if one neighborhood on this same I-205 freeway has already received the benefit of protection from excessive noise, then it is only fair that we be treated equally. We are not interested in the technicalities or excuses regarding the delay of our project. Nor are we pointing a finger at any level of the State Highway Department,we want and expect fair treatment in this matter.

Sincerely,
Citizens of Mt. Scott

STATE OF OREGON **INTEROFFICE MEMO**

TO: F. B. KLABOE
Chief of Operations

DATE: May 25, 1977

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: I-205 noise attenuation
Foster/Causey Section

Residents along the subject section of I-205 have formed an organization to obtain attenuation from noise created by the newly constructed freeway. The group, Mt. Scott citizens, circulated petitions and requested attenuation for the noise generated by I-205.

A field review has been made to study the existing and projected noise, and to design attenuation to address the noise between Southeast 92nd Avenue and Southeast Lester Street.

Current noise levels in the subject area are above the L_{10}70 dBA--the standard acceptable level.

Although the existing levels are near the standard, it is likely the neighborhood experienced L_{10}55 dBA noise levels prior to the freeway's construction, and are, therefore, experiencing noise in excess of 150 per cent greater than prior to its opening.

The area involved is the first section of housing on the subject project that is out of a major cut section. The area immediately south of the area is in a substantial cut. The area immediately north of the section is in an industrial area. The cost of attenuation has been estimated by the design section at $550,000, including engineering and contingencies.

2,1[illegible]

Documentation of the citizens' concerns, the noise study report, and the design report are attached.

It is recommended that a project be programmed to immediately address attenuation of the noise on the I-205 project from Southeast 92nd Avenue to Southeast Lester Street on the eastside of the freeway.

It is further recommended that a study of the entire Foster/Causey section be made to determine if there are any other locations which should be attenuated in anticipation of the 1996 traffic projections. This work should be accomplished while it can be programmed under the current section of I-205.

All of the I-205 project north of this section will be attenuated for noise.

ebg

attachments

cc: H. S. Coulter
G. A. Potter
J. H. Versteeg

August 23, 1979

Wood, Tatum, Mossler, Brooke & Holden
1505 Standard Plaza
1100 Southwest Sixth Avenue
Portland, OR 97204

Attention: Mr. Jeffrey E. Boly

Gentlemen:

This will confirm what you have been advised of by phone; namely that the Transportation Commission did, on August 21, adopt a noise policy and also approved, contingent on Federal Aid Interstate funds being available, a cooperative project for mitigating noise between S.E. Lester Avenue and S.E. 92nd Avenue on I-205 with the Citizens of Mt. Scott. Our Metropolitan Administrator, R. N. Bothman, will handle this project and will be in contact with the citizens' group during the design phase and in obtaining the necessary and appropriate agreements.

I appreciate your interest and look forward to a successful conclusion of this joint effort.

Sincerely,

L. W. Rulien, Executive Assistant
to the State Highway Engineer

LWR:jh

bc: F. B. Klaboe
H. S. Coulter
R. N. Bothman
Bill Hayden

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: R. N. Bothman, Administrator
Metropolitan Branch

DATE: August 23, 1979

FROM: L. W. Rulien, Executive Assistant
to the State Highway Engineer

SUBJECT: Cooperative Demonstration Project
Noise Mitigation
S.E. Lester Avenue-S.E. 92nd Avenue
I-205

On August 21 the Commission adopted a noise policy. At this meeting they also approved a cooperative demonstration project with a group known as the "Citizens of Mt. Scott".

Will you please pick up and run with this ball. It is appropriate to undertake the necessary preliminary engineering on an Interstate Survey Authorization matched by us. As soon as you have sufficient information we need to assure ourselves that the FHWA will approve the project for Interstate funding. I am asking Dave Moehring to work with you in order to come up with the appropriate project agreements. At this time it appears that our agreement should be for the group of citizens to bear the cost of one-half of the match up to some maximum figure that would be based on the price of the contract.

I would think that a potential problem on a project of this nature might be unrealistic expectations on the part of some of the home owners who have contributed money to have noise mitigated. It would seem to me to be very important that when you have the measures laid out, that the probable impact of those measures on the noise levels at the various homes in the area be clearly identified (also appropriately qualified) and explained to the neighborhood group. I am sure that Gary Potter will be helpful in this regard.

Please proceed.

LWR:jh

cc: F. B. Klaboe
H. S. Coulter
D. H. Moehring
E. S. Hunter
Bill Hayden
Gary Potter

RECEIVED
DOT DIRECTOR
AUG 23 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

125-1387

GENERAL FILES 2.

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

August 3, 1979

Ted K. Gilbert
1205 SW 18th Avenue
Portland, OR 97205

Dear Mr. Gilbert:

I understand that the noise study along the I-205 freeway has been completed for some time. What seems to be holding up a decision is a protracted set of negotiations with residents adjacent to the new freeway who petitioned the state to construct a noise berm.

I have instructed the Oregon Department of Transportation to proceed with the process of declaring the property surplus and have been assured that speedy action will be taken.

Thank you for calling this matter to my attention.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bcc: Highway

3605

Gilbert Bros. Inc.
Realtors
Specialists in Income Producing Property
1205 S.W. 18th Ave., Portland, Oregon 97205 ■ (503) 223-7370

Please prepare a response
for the Governor's signature
by 8-1
Thank you.

July 20, 1979

PLEASE RETU...
ORIGINAL LETTER

RECEIVED
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Governor's Office
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JUL [illegible] 1979
AM [illegible]
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The Honorable Victor Atiyeh
Governor
State of Oregon
Salem, Oregon 97310

Dear Governor Atiyeh:

I am writing you this letter on behalf of a client who is becoming increasingly frustrated in attempts to work with the State Department of Transportation concerning the acquisition of some surplus state-owned property. This property is adjacent to his existing industrial facility and while it would prove of little use to anyone else, it could be of some value to his business. The property is clearly surplus.

We have been told that the reason that it is not presently for sale is due to the completion of a noise study of the I-205 freeway, which this property is very near. The State has apparently been working on this study now for over three years, a study which was supposed to be completed around January, 1977.

We have had numerous conversations with the State's property agent, Mr. Will Hite, who has been extremely helpful, but he informs us that there is nothing he can do until this noise study is completed by the Environmental section.

Our question is why should it take the State so long to complete a study that was to be finished long ago and also, what can we do to expedite the State's decision-making process as to a surplus piece of property. My client's long-range business planning has been halted while we wait for a response from the State. The transaction we seek will clearly be of benefit to all concerned.

The specifics of this parcel are:

File No. - 42826 & 43685
Map No. -- 9B-2-2
Engineer Station - Between 593+00 and 597+00.

Any assistance or direction that you can provide will be sincerely appreciated.

Very truly yours,

Ted K. Gilbert

South 92nd
off Fuller
west side

Harland

TKG/am
cc: Senator Mark Hatfield
Senator Bob Packwood
Congressman Robert Duncan
State Senator Walter F. Brown
State Rep. Glen Whallon
Will Hite
Milton L. Lee

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STATE HWY ENGR
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DOT DIRECTOR
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B Duncan
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July 31, 1979

OREGON TRANSPORTATION COMMISSION

Gentlemen:

As you know, during the past several years, the Highway Division has received several requests to alleviate noise problems adjacent to our freeways. More recently, we have a request that involves some private funding to help defray the costs of a retrofit project.

Undertaking such a project could establish a precedent that would require retrofitting the entire Interstate System. This is estimated to cost approximately $140 million dollars. Retrofitting the Interstate System is eligible for interstate funding - 92% Federal: 8% State. As discussed with you at an earlier Commission meeting, we feel it more important to spend our limited funds on preserving the system we have and not retrofitting our highways. We would propose generally to provide noise mitigating measures only when we are constructing or reconstructing a highway segment.

On the other hand, if local or private interests indicate a strong desire to have a highway retrofitted and that desire is expressed in terms of providing a sizeable portion of the funding, we should not discourage this initiative. We do not know the problems that might be encountered by utilizing local or private funds in this manner. We would, therefore, propose that a demonstration project be carried out to determine what problems might be encountered by working with these groups.

Other benefits can be derived from the policy we are proposing. Mainly, we will be indicating to local governments that we do not have the funds to retrofit projects and that many of the problems could be alleviated through local requirements to deal with the noise issue. While they would not be required to do this, they would have the knowledge that we will not have funds to solve problems that may affect their citizens.

I would recommend that you consider and adopt our proposed noise mitigation policy. A copy is enclosed.

Sincerely,

F. B. Klaboe
Director

RER:ap jv
Enclosures
bc: H. S. Coulter
Cecil Head
Robert E. Royer
Bill Hayden

9147

LAW OFFICES
WOOD, TATUM, MOSSER, BROOKE & HOLDEN

ERSKINE WOOD
of Counsel

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. BOLY
WILLIAM P. BUREN
ALLEN G. McKENZIE

1505 STANDARD PLAZA
1100 SOUTHWEST SIXTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE (503) 224-5430
CABLE: LINWOOD
TELEX: 360334

July 18, 1979

Mr. Fred Klaboe,
Director
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Sound berm on the east side
of the I-205 Freeway between
S.E. Lester Street and
S.E. 92nd Avenue

Dear Mr. Klaboe:

This office represents the Citizens of Mt. Scott. They live at the bottom of Mt. Scott, adjoining the new I-205 Freeway. More specifically, their homes are on the east side of the freeway between the S.E. Lester Street Overpass to the south and where the freeway turns east and crosses 92nd Avenue to the north.

They have joined together in order to present a proposal to the State of Oregon for construction of an extensive sound berm and wall on the east side of the I-205 Freeway between S.E. Lester Street and S.E. 92nd Avenue.

The Citizens of Mt. Scott offer to pay one-half of the State of Oregon's eight percent project cost for construction of the berm and wall, up to a maximum of $40,000.00.

The Citizens of Mt. Scott have established a trust fund with Harold F. Juedes, John L. Groenlund and Donald D. Kent as Trustees. They have authorized the Trustees to expend the trust funds to pay one-half of the State of Oregon's eight percent cost for construction. As of the date of this letter, $25,000.00 has been pledged. A copy of the "Pledge/Deposit Agreement" which accomplishes this is attached.

In order to alleviate the concerns of the State of Oregon regarding collection of the pledges, the three Trustees will personally guarantee payment of the State's eight percent share of the total project cost, up to a maximum of $40,000.00. The Letter of Guarantee executed by the Trustees is enclosed.

Mr. Fred Klaboe,
Director
Department of Transportation
July 18, 1979
Page Two

The Trustees request that you accept their proposal and proceed with the project.

The Trustees and I will be pleased to meet with you and representatives of your department at any mutually-convenient time to discuss any questions which the proposal may raise. In addition, we will make a further appearance before the Oregon Transportation Commission if you recommend it.

Very truly yours,

Jeffrey E. Boly

JEFFREY E. BOLY

JEB:pd
Enclosures

RECEIVED
STATE HWY ENGR
JUL 20 '79
REFER TO
FOR
Info Invest R/D D/R Sign Act File

Talked to Jeff Boly
8/1/79
Advised him of Comm mtg
& staff recommend.
R

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JUL 19 '79
REFER TO
[illegible]
FOR
Info Invest R/D D/R Sign Act File

CITIZENS of MT. SCOTT

8715 S.E. 91st Avenue • Portland, Oregon 97266

Harold F. Juedes, Trustee
(503) 771-6925
John L. Groenlund, Trustee
(503) 775-0896
Donald D. Kent, Trustee
(503) 777-2904

Pledge/Depositit Agreement

Depositor(s) ____________________ Date ____________________

____________________ Phone ____________________

Address ____________________

Depositor(s) has deposited $__________ ☐ as Full Pledge or ☐ Down Payment of Full Pledge with Harold F. Juedes, John L. Groenlund, or Donald D. Kent, hereafter referred to as trustees, receipt of which is hereby acknowledged by them, upon the following terms and conditions.

1. Trustees will place these funds in a passbook savings account at the First State Bank of Oregon, Southgate Office, Milwaukie, Oregon, together with funds deposited by other Citizens of Mt. Scott.

2. Trustees are only authorized to expend these funds, together with funds deposited by other Citizens of Mt. Scott, to pay one-half of the State of Oregon's eight percent (8%) project cost for construction of an extensive sound berm and wall on the east side of the I-205 Freeway between S.E. Lester Street and S.E. 92nd Avenue.

3. In the event the total amount of funds collected from all the Citizens of Mt. Scott for this project exceeds fifty percent (50%) of the State of Oregon's eight percent (8%) contribution to the project, or in the event the State of Oregon decides not to construct an extensive sound berm and wall, trustees agree to return to all depositors an amount from the excess fund which bears the same proportion to that excess fund as depositor's contribution bears to the total contribution of all Citizens of Mt. Scott.

4. In the event the total amount initially pledged by all the Citizens of Mt. Scott is insufficent to pay fifty percent (50%) of the State of Oregon's eight percent (8%) share of the project costs, depositor(s) agrees to contribute additional funds in the same proportion that depositor(s) initial pledge bears to the total of all initial pledges by the Citizens of Mt. Scott up to a maximum of $ __________.

5. Depositor(s) hereby authorize trustees to expend all funds so deposited to pay one-half of the State of Oregon's eight (8%) cost for construction of an extensive sound berm and wall on the east side of the 1-205 Freeway between S.E. Lester Street and S.E. 92nd Avenue.

6. The total amount pledged is due in full on or before May 1, 1980.

7. This agreement is binding upon all depositors, trustees, their heirs and personal representatives. Trustees may not assign their obligations hereunder. Depositor(s) may only assign his rights and obligations to a purchaser of depositor's residence.

Pledge Down Payment	Total Pledged Amount	Total Pledge Due
$	$	$

____
Harold F. Juedes, Trustee

____
John L. Groenlund, Trustee

____
Donald D. Kent, Trustee

____
Depositor(s)

____

For a Better Environment!

CITIZENS of MT. SCOTT
8715 S.E. 91st Avenue • Portland, Oregon 97266

Harold Juedes, Chairman
(503) 771-6925

John Groenlund, Co-Chairman
(503) 775-0896

Don Kent, Co-Chairman
(503) 777-2904

July 16, 1979

Oregon Transportation Commission
Transportation Building
Salem, Oregon

Re: Proposal of Citizens of Mt. Scott to contribute to the construction cost of a sound berm along the I-205 Freeway

Gentlemen:

The undersigned own residences located on the east side of the I-205 Freeway between S.E. Lester and 92nd Avenue.

Our objective is to obtain construction of a sound berm beginning at the S.E. Lester street Overpass and ending at the S.E. 92nd Avenue Overpass.

The purpose of this proposal is to guarantee the State of Oregon that fifty percent (50%) of its eight percent (8%) project cost, up to a maximum of $40,000.00, will be borne by the residents who benefit from the berm.

The undersigned expect that the contributions from the residences affected will be shared by a substantial number of the residences benefited.

In order to alleviate the state's concern over the actual availability of funding for this project by the residents, the undersigned hereby guarantee to the state payment of fifty percent (50%) of the state's eight percent (8%) share of the total project cost up to a maximum of $40,000.00.

Very Truly Yours,

Harold F. Juedes Trustee

John L. Groenlund Trustee

Donald D. Kent Trustee

For a Better Environment!

Cross Referenced To:
FORM 81-734-3030 [illegible]
Multnomah

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
July 2, 1979

FILE:

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: I-205 NOISE BERM
NE 95th PLACE

TO: HAL VERSTEEG
Road Design Engineer

The contract plans for the Failing St. to Hancock St. Section of I-205 call for a noise berm to be built directly east of NE 95th Place. Recently, Bob Bothman was presented with a petition from a number of people whose residences are such that their backyards will look out on this berm, which is to be about 15 feet high. The petition requested that the berm be eliminated or moved so that the view of the persons involved would not be obscured by the berm. A meeting was held at Jason Lee School on June 21 with the affected people, at which time Tony George put on a noise demonstration which convinced them that the berm would be preferable to the noise of I-205. During the discussion of the pros and cons of the berm, a number of people were concerned about the looks of it, that is, that they would not have to look at a pile of dirt for the rest of their lives. I told them that we would put some landscaping on it, in order to make it compatible with the neighborhood.

I would appreciate it if you would work up a landscaping plan for this berm. I'm not sure whether it should be a separate contract or included in some other work, I'll leave that to your best judgment. One person present at the meeting asked that he be consulted about the landscape design before we put it in place. I would appreciate it if you would either send us some preliminary plans for review that we could discuss with this individual, or have your designer come up with some preliminary plans so that we could discuss the landscaping with the interested person.

ELH/cr
cc R. N. Bothman
E. S. Hunter
Bill Tison

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[illegible]
JUL [illegible]
REFER TO
FOR
Info Invst R/D [illegible]

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Info
FORM 81-734-3030

7

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 15, 1979
Salem, OR 97310

FROM: Tony
Anthony J. George, Engineering Coord.
Environmental Section

SUBJECT: I-205 @ 95th Place
Noise Berm Petition

TO: R. N. Bothman, Administrator
Metro

In response to Jef Kaisers June 8, 1979 memo requesting an investigation of the feasibility of modifying the noise berm currently designed at the subject location, we have the following conclusions:

1. We cannot develop noise contours with and without the noise berm from the existing EIS data. Contour placement is too approximate to be used as requested. In order to supply accurate information we would have to perform a new noise analysis. Such a analysis is not possible at this time.

2. A six foot fence would not be effective in reducing noise and was not examined further.

3. A wall at the edge of the freeway would also not be effective unless it was inordinately high. A high wall would probably be inordinately expensive and probably could not be designed and incorporated as a contract change without delaying construction. Therefore, such a wall was not examined further.

4. The present design does provide a maximum amount of attenuation and could be modified to provide less attenuation if so desired by the neighborhood residents. Table 1 attached shows the present attenuation achieved at the eleven front row residences with the unmodified berm, the berm shown in your modified plans, and a minimum design berm which would break the line of sight to all receptors by at least 3 feet. Table 2 shows the minimum elevation at each station to achieve the minimum attenuation shown in Table 1.

In general, we have found that the present berm design provides between 6 and 14 dBA of attenuation. If all receptors were to receive only 6 dBA of attenuation, a substantial reduction in the berm elevation could be made between stations 278 and 283.

The relative merit of such a change is subjective. If the neighborhood residents feel that the view is more important than lower noise levels, then our conclusions indicate that the berm could be lower than presently designed. I suggest that the best way of arriving at such a decision would be to play a recording of the predicted future traffic noise that will occur at the residences at the meeting, and then attenuate the noise by the amount of change that will occur by changing the berm heights as indicated. Then they could decide for themselves how much noise is too much. To compliment this analysis I suggest that you show the residents how much of their view will be similarly affected.

I hope you will find this analysis satisfactory. If you have any questions, let me know.

AJG:brl

cc: Gary A. Potter
Jef Kaiser

Table 1

ATTENUATION PROVIDED TO HOMES ON NE 95TH PLACE
(By Address)

No.	Address	Attenuation With Present Design	Attenuation With Modified Design	Attenuation With* Minimum Design
1	Address Not Available	14 dBA	10 dBA	8 dBA
2	9535 NE Thompson	12 dBA	8 dBA	6 dBA
3	9530 NE Thompson	9 dBA	5 dBA	5 dBA
4	Address Not Available	10 dBA	8 dBA	6 dBA
5	2204 NE 95th	10 dBA	8 dBA	6 dBA
6	2166 NE 95th	10 dBA	8 dBA	6 dBA
7	2146 NE 95th	10 dBA	8 dBA	6 dBA
8	2132 NE 95th	10 dBA	8 dBA	6 dBA
9	2122 NE 95th	6 dBA	NA	NA
10	2020 NE 95th	6 dBA	NA	NA
11	2016 NE 95th	8 dBA	NA	NA

* Minimum 3 feet break in L.S. for all receptors

TABLE 2

MINIMUM ELEVATION NEEDED TO BREAK THE LINE OF SIGHT BY 3 FEET - (THIS IS APPROXIMATELY THE AMOUNT NEEDED TO PROVIDE ATTENUATION OF 6-8 dBA)

Station	Top Of Present Berm	Minimum Berm Elevation Needed For 6 dBA Attenuation
278 Rt.	279 Feet	258 Feet
279 Rt.	264 Feet	242 Feet
280 Rt.	248 Feet	227 Feet
281 Rt.	246 Feet	231 Feet
282 Rt.	241 Feet	Not Available
283 Ft.	233 Feet	226 Feet
284 Rt.	228 Feet	228 Feet
285 Rt.	229 Feet	227 Feet

284 Rt. and beyond, no change

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 6, 1979

Telephone 238-8226

L. C. Bohl
2220 N.E. 95th Place
Portland, OR 97220

I am responding to you as the initiator of the petition to reconsider the noise berm located adjacent to 95th Place along the I-205 freeway.

I enjoyed discussing the petition with Frank Marino, who dropped into the office before I had a chance to read the document.

The supervisor of our Environmental Unit here in Portland has looked at the area and discussed with several residents the question of the berm.

We will immediately evaluate the impacted area to determine what happens without the berm, if the berm were relocated at your alternative location, or relocated at a location that maintains the view while partially shielding the noise.

As soon as we have this information, I would like to set up a meeting to review our findings with those residents immediately impacted by the berm. I would hope to be prepared for this meeting within two weeks. You will be contacted as soon as we can set that date by Laurie Oseran-Wyden of our office to make arrangements for the meeting.

In the meantime, we have contacted the contractor involved and will defer the construction of the berm.

R. N. Bothman
Metropolitan Administrator

RNB:ke

cc: Frank Marino

bc: E. L. Hardt
G. A. Potter

RECEIVED
ENVIRONMENTAL SECTION
JUN 8 1979

Referred to
Manager GAP
Proj. Coord. ______ Res. Coord. ______
Eng. Coord. HL Adm. Asst. ______
Sec. ______ File ✓

RECEIVED
TECHNICAL SERVICES
JUN 13 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Cy - E.S. Hunter

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO — DEPT.
238-8226 — TELEPHONE

TO: G. W. KAISER
Environmental Leader

DATE: June 6, 1979

FROM: R. N. BOTHMAN
Administrator

cc E.S. Hunter - letters only
this to AJG
file

SUBJECT: I-205 noise berm 95th Place

I have discussed the attached petition (read it) with Ed Hardt. He will contact the resident engineer in charge of the project and determine the length of delay that we can obtain in order to review the necessity or desirability of proceeding with construction of the noise berm along the I-205 freeway.

I would like to first establish the noise contours along this section of I-205 with and without the noise berm. From that information, we can determine the specific properties that are impacted by deletion of the proposed noise berm.

Second, I would like to see if there is any counterproposal; i.e. what is the benefit of the alternate location for the berm proposed by the petitioners. My immediate reaction is that the berm located at the foot of the hill would have little if any impact. There might be an alternative to establish a 6 foot fence at the right of way line, which would have some benefit in reducing noise. The other alternative we might propose is a wall at the freeway edge to counter the immediate tire noise, as you suggested.

We might have a critical receptor at the Jason Lee School, which we should consider.

The third step is to meet with the residents that are impacted by your findings and discuss with them, perhaps at the school, thoroughly the implications of the currently proposed berm, an alternative, or doing nothing.

The above meeting would also provide the opportunity for further discussion of other alternatives, which may provide a mitigation of the fact that the people are being located along the freeway.

The fourth step would be to modify our designs to meet the wishes of the majority involved. We should develop from our activities a good documentation to follow up the petition and use that as the device to support our decision. Also Jack Sollis advises we should obtain a release from future responsibility from the affected property owners. He will draft a document if we decide to delete the berm.

RECEIVED
TECHNICAL SERVICES
JUN 11 1979
REFER TO
FOR
Info
R/D

Ed Hardt will check with the resident engineer to determine the activity of the contractor involved. I would anticipate that we should attempt to resolve the question in two weeks; perhaps it would be reasonable to take a month if it is absolutely required. I don't think we can wait longer than 30 days, as we don't want to hold up contractors on the I-205 project.

You should work with either Ken Limbocker or Adrian Olson as required to get the necessary design work done.

I did talk to Gary Potter and you should get whatever support you need from Tony George for that effort.

As soon as you have got a time frame set up for being prepared for the public meeting, Laurie will proceed to set up that public meeting and handle the details of that. You will be required to make the formal technical presentation, explaining to those directly involved the implications of the alternatives. We certainly would want to tape that session. It would be small, informal, and involve only those people impacted by the berm.

RNB:ke

cc: E. L. Hardt
G. A. Potter
M. J. Klotz
L. A. Oseran-Wyden

Attachment

MA PCM PDE TSE SPC
ODOT - METRO
JUN 05 1979
AM PPS FILE T/A

June 2, 1979

Mr. Robert N. Bothman, Metro Administrator
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

Clearing is in progress on the slopes below 95th Place in preparation of constructing a sound berm along a stretch of I-205. At information meetings held early in the planning of the freeway the residents of this area were alerted of plans for a berm. At that time its exact location was not yet determined. Now a 15 ft. high earth berm is proposed adjacent to the property line of those properties along 95th Place. Because of the topography along this stretch such a berm in that location will do little or nothing to block the sound, particularly the sound that is emitted from the south. It will serve to screen some view of the freeway but at the same time block a desirable view of the landscape across the gulch.

I personally am not troubled by the prospect of the added noise. Nor do I find anything offensive about looking at a freeway. Instead, I consider a well designed freeway a tribute to those dedicted engineers and landscape architects whose efforts have earned for the Oregon State Highway Department an enviable reputation for building handsome highways.

A berm placed closer to the travelway will be just as effective for noise abatement. There is a natural place to end the berm at the sheer rock bluff behind Rocky Butte jail. Contouring south from this point would allow favorable conditions for landscaping the slope above the berm. The esthetics would be preserved and so would the view for those affected residents along 95th Place. I feel the view across the gulch is more desirable than the view of a berm and am willing to make the necessary trade-offs.

I have sketched a suggested alternative location for the berm on the enclosed map. I implore you to have your design engineers give this alternative serious consideration before proceeding with construction of the berm.

Sincerely,
Lewis C. Bohl
Carolyn M. Bohl
L. C. Bohl
C. M. Bohl
2220 N.E. 95th Place
Portland, Oregon 97220

Enclosure

We who are residents on 95th Place concur:

2204 N.E. 95th Place
Dennis D. Woodruff 2143 NE 95th Pl.
Woodruff 2143 NE 95 Place
William A. Muckow 2131 N.E. 95th Pl.
Helen K. Muckow 2131 NE 95th Pl.

L

OREGON TRANSPORTATION COMMISSION

7147

Delegation Noise Problem on I-205 near 92nd and Lester

Date 3-27-79

Time

Name	City or Town	Capacity
JEFFREY F BOLY	PORTLAND	MT. SCOTT CITIZENS REPRESENTATIVE
DONALD D. KENT	"	" " " "
JOHN L. GROENLUND	"	" " " "
Harold F. JUEDES	"	" " " "

March 27, 1979, Commission Meeting
Verbatim Transcript - Interstate Freeway Noise Inventory (Rulien)
I-205 Noise problem (Jeff Boly)

LARRY RULIEN: In our October meeting we had some discussion on the subject of noise, and at that time it was pointed out that there are properties adjacent to our freeways in Portland on sections of freeways that we have completed where there was concern for the extent of noise and where there have been requests from individuals living along the freeway for us to come in and do something about that by way of mitigation.

I have a little bit of a mini-agenda which I'll maybe explain first. We have a suggested policy that we sent to you in your packet. I'll discuss that briefly. Then we also have the results of the inventory of sounds along the freeway and a little bit of a quantification of the costs involved should the Department consider mitigating noises on existing freeways. Someone will discuss that with you briefly, and then we do have a delegation in the front row here, four gentlemen from the Portland area. Mr. Jeff Boly will then lay the concerns that this group has on you relative to sound, and then the thing is in your lap. So, with that as kind of the method maybe that we'll go by, I'll just briefly talk about the policy proposal that staff has come up with.

The highlights of the proposal really is that there - sound itself, it's a three-part problem. In the first place, I guess, a little bit of an over-simplification, but the highway itself is very silent. The noise emanates from the trucks and the cars and the vehicles that are on that facility, and I don't think anyone would quarrel that the real solution to noise - to the extent that it can really be solved - lies in dealing with the vehicles that make the noise, quieting them down, and that, of course, to the extent that that's successful, does away with the problem. So one of the features in the policy statement that you have, and of course all of the suggestions in this policy statement are assuming that we proceed within the limitsof what our responsibilities and abilities are. They're not overwhelming in some senses, but insofar as reduction of vehicle noise is concerned, that the Department should be active to the extent that it's reasonable and keep conversant with legislative proposals that appear practical and that would tackle the noise problem from the standpoint of quieting down vehicle emissions, and be active and be supportive of such measures that might be practical and reasonable to tackle that aspect of the problem. So that's one suggestion in the policy that you have.

The other suggestion in the policy is relative to land use control. The Department is in a posture of being cooperative of necessity with the development of comprehensive planning. The Department has the responsibility in the whole Statewide planning effort to see that transportation facilities - State transportation facilities - are properly treated in that comprehensive planning effort, and the Department is in a position to react with local planners and others that are developing such things, and we are in a position to bring to their attention the fact that there are problems that relate to vehicle noise along highways, along freeways, and encourage - we don't do it - but to encourage those that do that planning to take that into consideration as they place new developments in close proximity to freeways. There are things in terms of architecture; there are things in terms of the way these things are laid out that in themselves are very helpful from the standpoint of attenuating the noise. So that is Part 2 of the policy that we're suggesting. Two approaches: one concerning the emission of the noise itself; secondly encouraging the kind of development adjacent to our facilities that is as compatible as possible.

The third part of the suggestion relates to the highway design itself, and the next speaker will address that subject some in the essential parts of what he's going to talk to you about, but we do work in terms of new construction projects with considering noise and what can and what's practical to do in terms of the design of the facility for helping to mitigate the noise that adjacent properties would be subjected to. That we are doing and will continue to do.

The other part of the design feature relates to existing facilities, where we're not out there with the project and where noise has surfaced or is alleged to be or is in fact a problem on properties adjacent to us. And our proposal, based on the studies that we did relative to going in and retrofitting, if you want to use that word, but going in and applying noise mitigation measures to existing facilities is that we not at this time undertake those kinds of projects. And that conclusion really is based on what the Department generally is beset with in terms of the need the transportation systems have and the kinds of funds that are available to supply those needs. And it's, I think, a true statement that noise mitigation in itself adds nothing to the transportation capabilities of the system, and the system is in trouble and we believe that, looking at the magnitude of the noise and its concerns and the magnitude of other needs on the system, that that would be a low priority at this time. One that perhaps we can't reach at this time.

With that as kind of a capsule look at three kinds of aspects within the policy that has been proposed by staff, I'd like to introduce the head honcho of our environmental unit, Mr. Potter, Gary Potter, and while I have the oportunity of introducing him I would like to comment that the Department deals pretty seriously with environmental concerns. There's an awful maze of work to go through to produce a project nowadays. You all heard and have been frustrated at times by the length of time it takes to produce all the things required to get a project done, environmental impact statements and so forth, and I'd like to say that Mr. Potter is the fellow we have that honchos that work and does a very good job, and through his efforts we're able to get a project to contract once in a while. So with that, Mr. Potter. If you'll give us a rundown on what's behind it and the inventory, appreciate it.

MR. GARY POTTER: Thank you. Good morning. There are two aspects of my presentation today. One is I'd like to briefly explain the current Federal regulations that Larry spoke about that are in effect on new highway construction or reconstruction projects and how we follow those regulations, and then I'll try to explain to you the basic conclusions and highlight the methodologies of the inventory that was previously mailed to you that we conducted as a result of the discussion of noise in the October meeting.

Current Federal regulations require the consideration of noise in all new highway projects and when you're undertaking any basic reconstruction of highway projects. This regulation comes from the Federal Highway Law, and it directs the Secretary of Transportation to promulgate guidelines with regard to setting levels for noise. The regulation as it now exists, and promulgated by the Federal Highway Administration, sets interior and exterior design noise levels that we must use as a criteria. These design noise levels aren't necessarily considered protective in all areas of impact, but they're considered reasonable and perhaps most importantly they're considered achievable with the other goals of highway design. When a Federal Aid project exposes a receptor (residence, park, church, etc.) to noise levels higher than specified in the design criteria, we must either provide abatement for that receptor or justify in terms of cost, safety, or other negative feature why we are not protecting that receptor in conjunction with that Federal Aid reconstruction.

So now as a result of that regulation we currently prepare noise reports on all Federal Aid projects and we discuss three areas: general traffic noise and what we're going to do about it; construction noise impacts and potential abatement for construction noise; and third, identification of any potential future conflicts on undeveloped lands. As Mr. Rulien said with regard to the land use planning aspect of the noise policy, there are future conflicts that really come to light when we get into the inventory, and I'll highlight that as one of the major conclusions of our inventory.

One important note in the regulation does not require retroactive installation of sound berms or barriers on existing highways. It does not require that. It does make such an activity available for Federal participation if the State chooses to do so and requests and succeeds in its request to the Federal government to retroactively install a barrier. It only makes that opportunity available, it does not require it.

I would say then in my opinion the Oregon DOT rigidly follows the precepts of the regulation on new construction but has not to date pursued any retroactive installations of barriers on existing highways.

And now for a few words about the inventory. As a result of your October 78 meeting you asked us to take a quick look to see if we can determine the size of the situation. We conducted this inventory that you have. We covered and surveyed 700 of the 732 miles of interstate freeway in Oregon and we really just did three basic things. We measured existing sound levels at selected situations. We counted receptors that are experiencing noise in excess of design levels. By counting traffic, by measuring the existing sound levels, we were able to determine where the design noise levels occurred along these freeways.

The second thing we did, we counted receptors that are experiencing noise in excess of the design levels as established by this regulation and then we estimated locations where the noise could be reduced and estimated the cost of that work to achieve those noise reductions. The significant conclusions are as follows:

There are 4,000 receptors along that 700 miles of freeway and those 4,000 receptors are in excess of the design noise levels.

Disregarding finances, it is physically possible to do something about the noise at 3,500 of those receptors.

The cost of that activity would be some $140 million in 1979 dollars.

Interstate 5 is the worst, with 72% of the impacted receptors and I believe some 75% of the total projected cost of the mitigation.

And the one important final conclusion, I think, that there are 1,220 frontage miles of Interstate freeway that border undeveloped lands and therefore have potential for future noise conflicts if adjacent land use is not controlled or modified with noise in mind.

So in a way of summary, if we took the inventory and built the 170 miles of barriers to mitigate today's impacted receptors, the possibility exists for conflicts to develop on an additional 1,200 frontage miles of freeway, even with building the 170 miles of barriers. So as Mr. Rulien indicated, the one essential point of the policy, the land use point, I believe has very serious future ramifications for the Department in the area of noise. I'll be happy to try to answer any questions that you might have and in conclusion then turn it back over to Mr. Rulien for the delegations here this morning. Thank you.

CHAIRMAN JACKSON: Any questions? Thank you.

MR. RULIEN: Thank you, Gary. Jeff Boly? I'll leave it to you to introduce the people.

JEFF BOLY: My name is Jeff Boly and I'm here on behalf of the people who live at the bottom of Mt. Scott adjoining the new I-205 Freeway. There are three other people here from our group. They live on the east side of the freeway between the Lester Avenue Overpass to the south and where the freeway turns east and crosses 92nd Avenue to the north.

In October 1976 we met with Mr. Robert Bothman, the State Highway Engineer in charge of this section of the I-205 project. We presented a petition to him requesting construction of an earth berm to shield the homes we represent from noise. Mr. Bothman said he would make a study, test the noise level, and meet with us again. In December 1976 we did meet again. Mr. Bothman stated that his tests verified a noise level in our area above the L 10 70 decibel standard acceptable level. He recommended that a project be programmed to immediately address attenuation of the noise in the I-205 project from Southeast 92nd Avenue to Southeast Lester Street on the east side of the freeway. He showed us proposed blueprints of the extensive berm that would be constructed. The estimated cost was $550,000, including engineering and contingencies. He said he would not be able to get to the project until the summer of 1978.

Mr. Bothman's findings and recommendations are documented in a memorandum to Mr. Klaboe dated May 25, 1977, and I have brought a copy of this memo here for you.

Mr. Bothman also recommended that the entire section of the freeway between S.E. Foster Road and S.E. Causey Avenue be studied. The study was completed and is documented in a State

Highway Division report dated September 13, 1977. And I've also brought a copy of this report for you.

The report states that traffic noise levels will greatly increase once the remainder of I-205 is completed. At present, I-205 ends one mile beyond 92nd Avenue where we are located. The report also states that 23 single-family residences in our area, which is labeled Area No. 5 in the report, will be above the L 10 70 decibel design level in 1996. The report recognizes that the majority of the residences are situated above the roadway on a hillside. They rise up from the freeway in tiers like seats in a coliseum rise up from the arena floor. I have pictures for you which illustrate this. Therefore, the report concludes that noise mitigation devices will also protect many additional residences outside the L 10 70 decibel contours.

There is one very important point not made in the report. This Mt. Scott residential area was established prior to construction of the I-205 Freeway. Furthermore, almost all of the residents purchased their homes prior to construction of the Freeway.

As further indication of the scope of the problem, I have a petition for you which is signed by 52 of the residents we represent who live nearest the Freeway. There are many additional residents who live further up the hill who have not yet been contacted. As the report notes, these residents will experience much greater noise levels when I-205 is completed.

So in summary, we have a serious noise problem. The problem is not our fault and we cannot solve the problem without your cooperation. At the same time, we appreciate your problem. We have read the February 1979 State Highway System Preservation Study. Although we have not yet seen it, we know that the March 1979 Interstate Noise Inventory places a $140 million state-wide price tag on noise mitigation. We realize that you must consider the precedent which will be set if you assist one area and not others. Therefore, we are prepared to offer a realistic solution to this problem.

Our group is willing to pay at least half of the State's 8% share of the cost of mitigating the noise in our area. We offer this proposal as proof that our noise problem is very serious. In addition, if local residents share in the cost of noise mitigation, you are assured that the program will be cost-effective and self-limiting. Therefore, we ask that you not make a policy decision at this time. We seek the opportunity to work with the Department of Transportation to evolve a written policy proposal to present to you at a later date.

Based upon our observation of other sound berms, the solution to our problem seems simple. The right of way already allows ample room to build a berm. Basically, what we need to do is haul in a large pile of dirt, grade it, and then seed it with grass. The length of the berm will be a function of the severity of the problem. We propose building only as much berm as the residents are willing to financially support; however, we understand that the berm must meet Federal standards to qualify for the 92% allocation of Federal funds. We realize that there may be problems implicit in our proposal which we do not yet appreciate. We also understand that there will be need to determine priorities between noise abatement projects and other highway needs in allocating limited Federal funds, as well as need to establish priorities within the noise abatement category. We have some suggestions to make in those regards.

We ask that you give us the opportunity to review these with the Department before you reach a decision. Thank you.

TOM WALSH: May I ask one question, Jeff?

MR. BOLY: Certainly.

MR. WALSH: What was the timing on either purchase or construction of some of the homes you represent, and establishment of at least the preliminary right of way line on 205?

MR. BOLY: Yes.

MR. WALSH: You mentioned that most of them were there before construction. I wondered about the right of way.

MR. BOLY: I think that the same would apply. I think that, it's my understanding that this was - this neighborhood was established and almost all of the residents who live there now were there prior to the establishment of the right of way line.

CHAIRMAN JACKSON: Were they there prior to the corridor hearing?

MR. BOLY: I believe most of them were. One point that I think is significant is that originally this freeway was designed to be at a lower level through this point. This is where Johnson Creek is, and apparently that caused a problem and the freeway had to be elevated, and so it was not actually finally built the way it was originally intended.

CHAIRMAN JACKSON: We appreciate your attitude in not asking for an answer. This is a can of worms that we want to look into very thoroughly before we give you an answer. We appreciate your cooperation in trying to find an answer. Any further questions? Thank you.

DESIGN PUBLIC HEARING

September 14, 1970

Memorial Coliseum Complex

Portland, Oregon

I 205

EAST PORTLAND FREEWAY

Washington State Line- Sunnyside Road Interchange Sectic

Multnomah & Clackamas Counties

carried over both the freeway and these ramps approximately at its present elevation. A pedestrian overcrossing is to be provided approximately at Salmon Street.

The facility will rise and pass over Division Street and a full interchange will be provided with free flowing ramps for the major movements. Division Street ramps to and from the south will have to be braided (separated by use of structure) with the ramps between Interstate 205 and the Mt. Hood Freeway since the distance available is inadequate to develop a normal weave across traffic.

The route passes over Powell Boulevard on structure and will cross the Mt. Hood Freeway main line just south of Powell Boulevard. A full freeway-to-freeway interchange will be provided with the Mt. Hood Freeway which will carry the Interstate 80N designation from this point westerly to its intersection with Interstate 5 at the Marquam Bridge. The corridor for the Mt. Hood Freeway was designated in this position after the corridor hearings held in May of 1969.

All traffic movements in this interchange will have free flowing freeway ramps as is required for the intersection of two freeways. The interlacing of the freeways and ramps will necessitate four levels at the center. Studies were made of alternate designs which might miss Barlow School; however, they were abandoned since a major portion of the grounds would have been required under any plan studied and the remaining area would have been unsatisfactory for use as a school facility.

Moving south the route will pass under Holgate Boulevard, come out of the ground at about Steele Street where the ground falls away, and cross over Harold Street, Foster Road, and Woodstock Boulevard. A pedestrian overcrossing will be provided at Steele Street. The ramps to and from the Mt. Hood Freeway will be braided with the ramps to and from the interchange with the proposed Foster-Woodstock couplet. This couplet has been proposed by the City and is to be developed by the City prior to or concurrent with the construction of Interstate 205 in this area. Attempts to provide access to Holgate Boulevard were unsuccessful due to the heavy traffic and the lack of distance between the Mt. Hood Freeway and Foster Road.

South of Woodstock the facility will remain on a fill and cross over Glenwood Street, Portland Traction tracks, Johnson Creek, Mt. Scott Boulevard, and 92nd Avenue, and skirt along the west face of the hill, benching into the hillside so that Lester Avenue can cross over the freeway approximately at its present elevation. A major interchange is proposed approximately at Lester Avenue and is designed so as to connect to 82nd Avenue opposite Johnson Creek Boulevard. A need for an east-west freeway, or major arterial, has been indicated through this corridor and the interchange has been designed with that in mind. No access will be provided except at 82nd Avenue under this design. An alternate pattern was proposed originally which connected directly to Lester Avenue and would have allowed local access from Lester Avenue, 92nd Avenue, Price Fuller Road, and 82nd Avenue via an extension of Lester Avenue. This plan was abandoned since it did not have the capacity to handle the anticipated high volumes associated with the Johnson

Creek facility. Also, it could not be converted from a local service interchange to the arterial pattern without complete reconstruction and severance of development which would occur predicated on the local service features of that earlier design. A commitment will have to be made by someone for at least a portion of the Johnson Creek facility before the high-type interchange can be built with Interstate Funds.

Southerly of Lester Avenue the route continues along the face of the hill, benched into the hillside so that Otty Road and Sunnyside Road pass over approximately at their present grades. Structures will not be provided for either Spencer Drive or for Causey Avenue. Clackamas County plans indicate improvement to four lanes of both Otty Road and Sunnyside Road from 82nd Avenue to points east of the freeway which would provide ample capacity. On this basis the structures for Otty Road and Sunnyside Road will be built wide enough for the future County four laning.

A standard diamond-type interchange has been designed at Sunnyside Road. This provides for all moves to and from the freeway and the crossroad.

Previous hearings, approval of designs and right-of-way purchases have fixed the route and design details southerly of this point, making this hearing's southerly terminus at Sunnyside Road.

From the standpoint of the environment, we have attempted to make this design as unobjectionable as possible with the route being depressed wherever feasible. Across the potential flood plane from the Columbia River to Sandy Boulevard, and from approximately Steel Street south to 92nd Avenue, it would be impossible to depress because of potential flooding and continued drainage problems. At Kelly Butte it was necessary to raise over Division Street and Powell Boulevard in order to avoid cutting an additional 40 to 50 feet deeper through the Butte.

The "state of the art" in regard to sound studies and designs to buffer and control traffic noises has advanced greatly in the last few years and will be used throughout the route to make this the best facility possible from that standpoint. Sound berms, walls, and screening will be utilized in critical areas. Landscaping will be used throughout in the median areas and on the slopes.

As soon as approval is received of this design or its modifications, if necessary, right-of-way purchases will proceed as rapidly as possible to give maximum relocation and re-establishment time. Construction schedules will depend upon availability of funds and have not been established on any portion of this route.

I might comment that recent studies in regard to air pollution indicate that the amount of vehicle emissions is influenced by three main factors: volume of traffic, operational characteristics, roadway alignment, and grade. Of major interest is the information that emissions are lower for higher average route speeds and for uniform rates of travel, thus diverting traffic from the slow speed, start and stop traffic of local streets, to high speed uniform travel on the freeways, should materially reduce the overall emissions for each vehicle and for the

OREGON STATE HIGHWAY COMMISSION

INTERSTATE 205
PUBLIC HEARINGS

West Linn	September 22, 1965
Oregon City	September 23, 1965
Portland	September 30, 1965
Beaverton	October 5, 1965

[illegible]

[illegible]

[illegible]

[illegible]

Highway). A complete interchange is proposed to connect to the Oswego Highway. Additional ramps for movements to and from the southwest are all proposed to connect into West A Street.

From the Oswego Highway, the freeway would proceed on structure easterly across the Willamette River and over McLoughlin Boulevard, (Pacific Highway East), at Oregon City with an interchange located just south of the shopping center.

Going over the Portland Traction Company railroad, the route would curve to the north and proceed to a connection with the existing Cascade Highway at Park Place. The I-205 route would utilize the existing Cascade Highway to the approximate vicinity of the Lake Road Interchange. It would be necessary to eliminate the existing grade crossings in the Park Place and Gladstone areas and to provide standard interchange connections to the freeway.

From the vicinity of the interchange at Lake Road, the route would curve to the east of the Cascade Highway and proceed northerly along the western slopes of Mt. Scott to the Portland city limits and the Multnomah County line. The route would be generally depressed through the area running under Sunnyside Road, Causey Avenue, King Road, Otty Road and Hinkley Avenue.

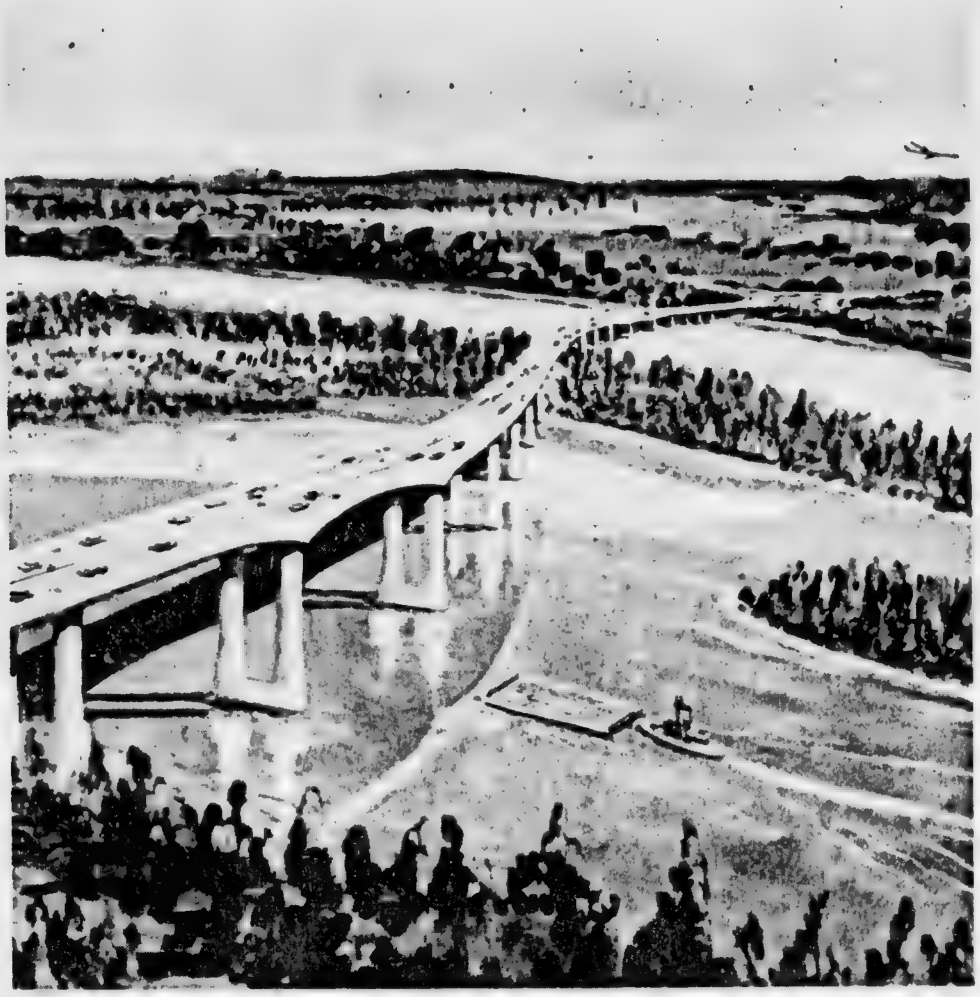
Continuing northerly within the Portland city limits, the freeway would curve slightly east and pass over S. E. 92nd Avenue, then turn northerly again and pass over Mt. Scott Boulevard and then proceed north to an interchange at Foster Road. The route would pass over the Portland Traction Company railroad, over Glenwood Street and over Foster Road.

Again going depressed and continuing north, the freeway would pass to the east of Lents Park and to the west of Lents School with Steele Street, Schiller Street and Holgate Boulevard being carried over the freeway on structures. Leaving the Portland city limits at Boise Street, the route would proceed along the west side of S. E. 96th Avenue, pass under S. E. Powell Boulevard and around Kelly Butte and S. E. Division Street. Connection to S. E. Powell Boulevard cannot be determined at this time due to the complications involved in the design of an interchange with the future Mt. Hood Freeway. The ramp connections to Division Street may also be affected by the future of Mt. Hood interchange design depending upon the routing of that facility to the East.

It is anticipated that the route will remain depressed from Division Street northerly to the vicinity of the Banfield Freeway and will lie just west of 96th Avenue between these points. Division, Stark, Burnside, Glisan and Multnomah Streets will be carried over the freeway. Some other streets between Division and Stark may need to remain open. An interchange is proposed to be made with Burnside Street. After going under Multnomah Street, the freeway will continue north, rise and pass over the Banfield Freeway, the Union Pacific railroad, Halsey Street and N. E. Hancock Drive, slide along the east face of Rocky Butte going behind the County buildings.

Part of the interchange with the Banfield Freeway will be made southerly of the crossings of the Banfield. The other part will be made in the vicinity of Fremont Street.

After making the interchange maneuver opposite the Banfield Freeway, the route under consideration swings northwesterly along the face of Rocky



I-205

LEWIS & CLARK HIGHWAY
CLARK COUNTY, WASHINGTON

TO

S.E. FOSTER ROAD
MULTNOMAH COUNTY/PORTLAND, OREGON

VOLUME I

FINAL ENVIRONMENTAL IMPACT STATEMENT

US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON HIGHWAY DIVISION

AND

WASHINGTON STATE
DEPARTMENT OF HIGHWAYS

JULY, 1976

C. History and Status of Project

The history of the I-205 project is briefly summarized in this section. A more detailed chronological sequence of events that have directly or indirectly affected the I-205 project are included in Appendix A.

From December, 1964, through September, 1970, the Oregon State Highway Division (OSHD) held public hearings in connection with the proposed I-205 corridor and design. The information derived from these hearings, coupled with resolutions of approval from local governments, led to corridor and design approval by the Federal Highway Administration (FHWA) in March, 1966, and January, 1971, respectively.

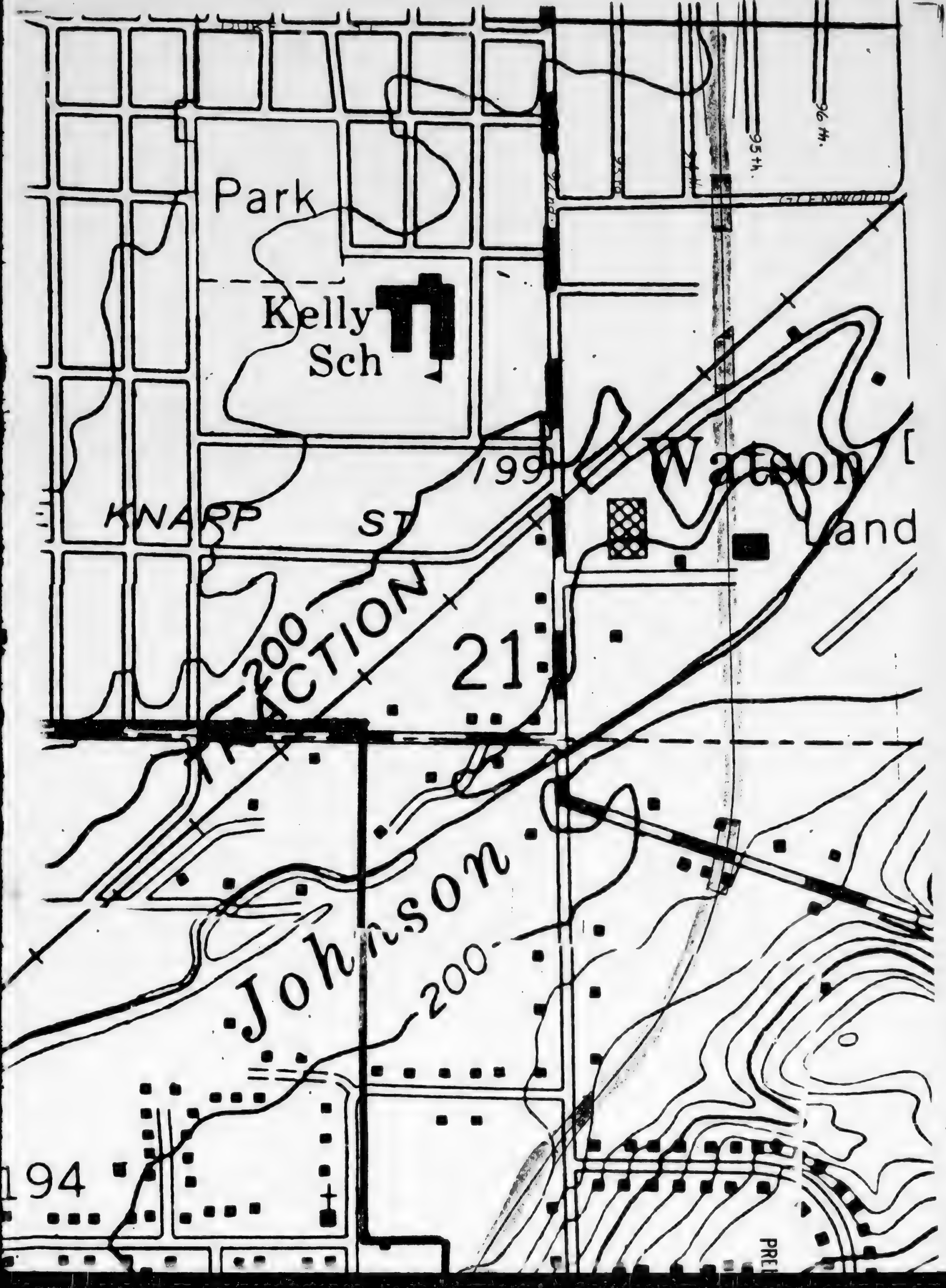
Subsequent to the enactment of the National Environmental Policy Act in January of 1970, OSHD released a Draft Environmental Impact Statement on November 15, 1972, for public and governmental agency review and comment.

Following a review of the draft statement, work proceeded on preparation of a final environmental statement. However, a court opinion by the 9th U.S. Circuit Court of Appeals in November, 1974, made it advisable to hold a public hearing for the purpose of reviewing the social, economic and environmental effects of the facility, and to consider the alternatives available. The Final EIS was revised to a draft environmental statement and distributed for review and comment in February, 1975, and a public hearing held on March 27, 1975.

The consensus expressed at the March 27, 1975 hearing was that this segment of I-205 should be constructed, but that modifications in design should be made. As a result of coordination efforts with local jurisdictions and with input from the public participation program, OSHD developed a modified design for I-205 designated as Plan 3. The Board of Commissioners for Multnomah County and the Portland City Council subsequently passed resolutions on February 10 and 25, 1976, respectively, expressing their concurrence that the Final EIS should be prepared using Plan 3.

After a "preliminary" Final EIS was circulated for agency review on April 19, 1976, a public hearing was held on the Selected Plan on May 19, 1976. Subsequent to the hearing the Portland City Council and the Board of Commissioners for Multnomah County passed resolutions in support of the I-205 design on June 3 and June 10, 1976 respectively. Also on June 10, the Oregon Transportation Commission approved the I-205 Selected Plan

Since the project under consideration is a portion of a 36 mile freeway facility, the current status of the entire freeway is important. In the State of Washington, I-205 is open to traffic from Interstate 5 southward to N.E. 83rd Street and under construction from N.E. 83rd Street to the Lewis and Clark Highway (SR 14). The section of I-205 from N.E. 83rd Street south to Fourth Plain Road is scheduled for completion in the Fall of 1976 and the section from Fourth Plain Road to SR 14 in late 1977. In the State of Oregon, I-205 is completed and open to traffic from its junction with I-5 northward to S.E. Foster Road. The earliest possible construction schedule calls for completion of the remaining section of I-205 in 1982.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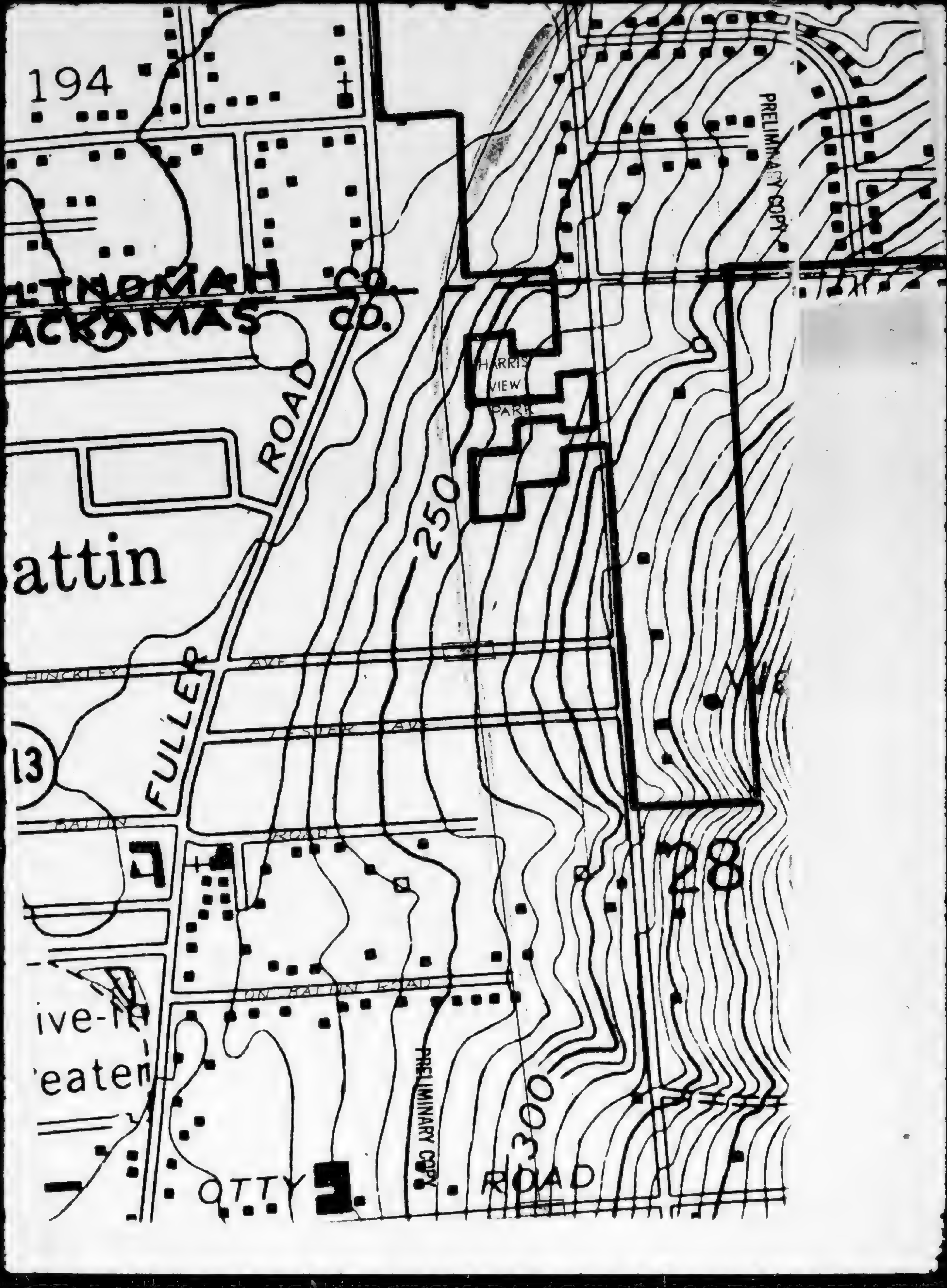
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STATE OF OREGON
INTERSTATE FREEWAY NOISE INVENTORY

Prepared by
Oregon Department of Transportation
Highway Division

March, 1979

OREGON DEPARTMENT OF TRANSPORTATION
INTERSTATE FREEWAY NOISE INVENTORY

SUMMARY

There are 732 miles of Interstate Freeway in Oregon. 700 of those miles, or 1,400 frontage miles were inventoried for (1) existing noise levels, (2) adjacent receptors (schools, homes, parks), and (3) areas where noise from the Freeway system could be reduced at the receptors. Along the Interstate system, approximately 4,000 receptors are exposed to noise levels in excess of Federal Highway Administration design levels, and are considered impacted. Noise can be reduced at 3,500 receptors by constructing approximately 170 miles of barriers at an estimated cost of $140 million (1979 dollars).

Interstate 5 has the most severe conflicts, with 72 percent of impacted receptors.

There are 1,220 frontage miles of Interstate Freeway that border undeveloped lands, and, therefore have potential for future noise conflicts if adjacent land use is not controlled.

LIST OF TABLES

TABLE	DESCRIPTION	PAGE
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2	Total Miles of Barriers Needed to Mitigate Noise Impacts	9
3	Total Estimated Cost of Noise Mitigation	10

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2	Noise Inventory Process	5
3	Total Cost of Migiation--All Freeways	11
4	Number of Dwelling Units Mitigated--Cost Per Dwelling Unit	12

APPENDIX

APPENDIX	DESCRIPTION
A	Glossary of Terms
B	Traffic Data and Noise Predictions
C	Comparison of Measured and Predicted Noise Levels
D	Sound Wall Cost Estimates
E	Cost of Mitigation Summaries for Each Freeway

I. INTRODUCTION

A. WHAT IS NOISE AND WHAT ARE NOISE IMPACTS?

Noise is defined as "unwanted" sound or a sound "without value." What is "music" to one person's ear, is noise to another. However, highway traffic sounds are generally considered unwanted or without value by adjacent property owners.

Noise is measured by a sound level meter. The measurement units are decibels (abbreviated dB), measured according to a weighted scale that approximates the human ear (called an A scale). Therefore, traffic noise is measured in "dBA" units.

Because traffic noise varies in magnitude over periods of time, an "average" sound level measurement is used. The average most commonly used in traffic noise measurement is called the equivalent continuous level or Leq. The Leq is averaged over a period of an hour, and the noisiest hour of the day is used to determine the noise level.

Noise impact, like noise itself, is highly subjective. Usually noise impact is defined as the noise level where significant public annoyance (20-30 percent of the community annoyed) occurs and where some threats of community or legal action are encountered. The FHWA has established "design noise levels" as a basis for determining impact. An impact is defined as occurring when traffic noise approaches or exceeds the design noise levels. The FHWA design noise level for residences, motels, schools, parks, churches, hospitals, and recreation areas, is an hourly noise level of Leq 67 dBA. This value is used to determine the extent of noise impacts in this study.

Definitions of some of the terms used in this section are presented in Appendix A.

B. PURPOSE OF INVENTORY

The purpose of the noise inventory is to quickly estimate the magnitude of freeway noise impacts, identify steps that can be taken to mitigate the impacts, and estimate total costs for mitigation. The data can then be used in the development of alternative Transportation Commission strategies that deal with noise in varying ways. These alternative strategies have varying fiscal implications for the Department of Transportation and local government.

II. SYSTEM INVENTORY

A. DESCRIPTION OF THE SYSTEM INVENTORIED

The interstate freeways of Oregon are the only highways included in this inventory. The freeways surveyed are:

I-5 - from the California State line to the Washington State line.
I-80N- from I-205 to the Idaho State line.
I-105- from I-5 to Highway 99W in Eugene.
I-205- from I-5 to Foster Road in Portland.

These highways are shown in Figure 1.

Some freeway segments were not included in the survey. These are listed below with a brief explanation of why they were not surveyed:

I-405: This freeway is located in downtown Portland in a heavily developed area with highrise buildings. It is depressed below grade for most of its length and therefore already provides significant noise abatement. The complexity of the source/receptor geometry for this freeway prevents it from being covered by the survey encompassed in this report.

Banfield Freeway: This freeway segment between I-5 and I-205 will undergo complete noise impact analysis during the course of the Banfield Transitway environmental impact study process.

I-205: From Foster Road to the Washington State line. This freeway segment is currently under construction. It has been completely studied for noise impacts throughout its length and noise abatement has already been included in the project design as per Federal regulations.

Other highways were not studied. The Interstate Freeway system was surveyed first. If appropriate, additional highways can be surveyed at a later date.

B. METHODOLOGY, ASSUMPTIONS AND LIMITATIONS

The process used in the survey is diagrammed in Figure 2.

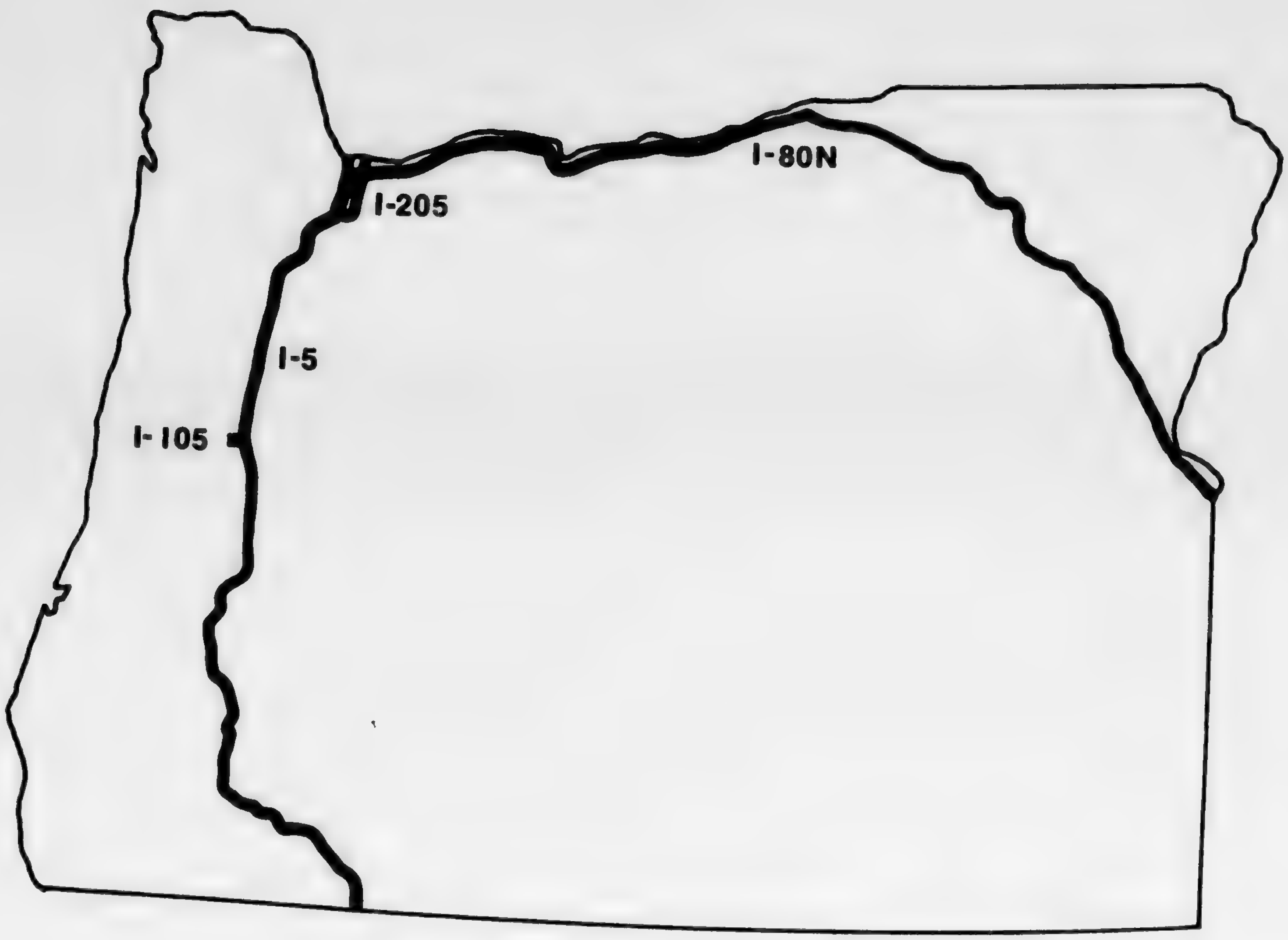
1. Traffic

Traffic data was developed for highway segments between major interchanges using permanent recorder data, traffic counts and vehicle classification studies. Traffic data is for 1977. The automobile volumes represent the 30th highest hourly volume during the year. The truck volumes represent the peak truck hour during an average day. Traffic speeds represent the average hourly speed or the posted speed zone as appropriate. All traffic data used in the survey is summarized in Appendix B.

2. Predicted Noise Levels

The traffic data was used in the FHWA Highway Traffic Noise Prediction Model to determine the distance from the freeway centerline to the L_{eq} 67 dBA noise level contour. All the predicted L_{eq} 67 dBA distances are shown in Appendix B.

FIGURE 1


I-80N
I-205
I-5
I-105

INTERSTATE FREEWAY
NOISE INVENTORY

FREEWAYS INVENTORIED

3. Noise Impact Verification

Noise impacts were determined first by checking the prediction model results against actual field noise measurements. Eight sites were selected along I-5 and I-80N. Noise level measurements were made and traffic counts were taken. The prediction model was run using the traffic counts and the predictions compared to measurements. Agreement was good. The comparison of measured and predicted levels are shown in Appendix C.

4. Field Survey

After predictions were verified, the L_{eq} 67 dBA noise contours were plotted on aerial photographs and all receptors within the contour were identified. The aerial photographs were used in the field to locate receptors. All residential dwelling units, parks, churches and schools were considered impacted when there was an outside activity area (balcony, patio, play area or backyard) within the L_{eq} 67 dBA contour. For receptors without an outside activity area, interior noise levels were considered impacted if the structure did not have modern acoustical insulation. This was roughly determined by a visual inspection of the structure.

Once identified, each impacted receptor was analyzed for potential noise abatement. Where it was possible to mitigate noise by the construction of noise barriers less than 18 feet high, the units were listed as potentially mitigatable. Features of each barrier, such as length, height, and location were obtained by field observation and recorded on aerial photographs for each potential barrier.

Other factors were also considered by field observation. Receptors which were within the L_{eq} 67 dBA noise contour but naturally shielded by terrain such as cut slopes or natural topographic features, were not included in the survey. Where receptors were partially shielded by intervening structures, an adjusted noise contour was used to predict which receptors were impacted.

5. Cost Estimates

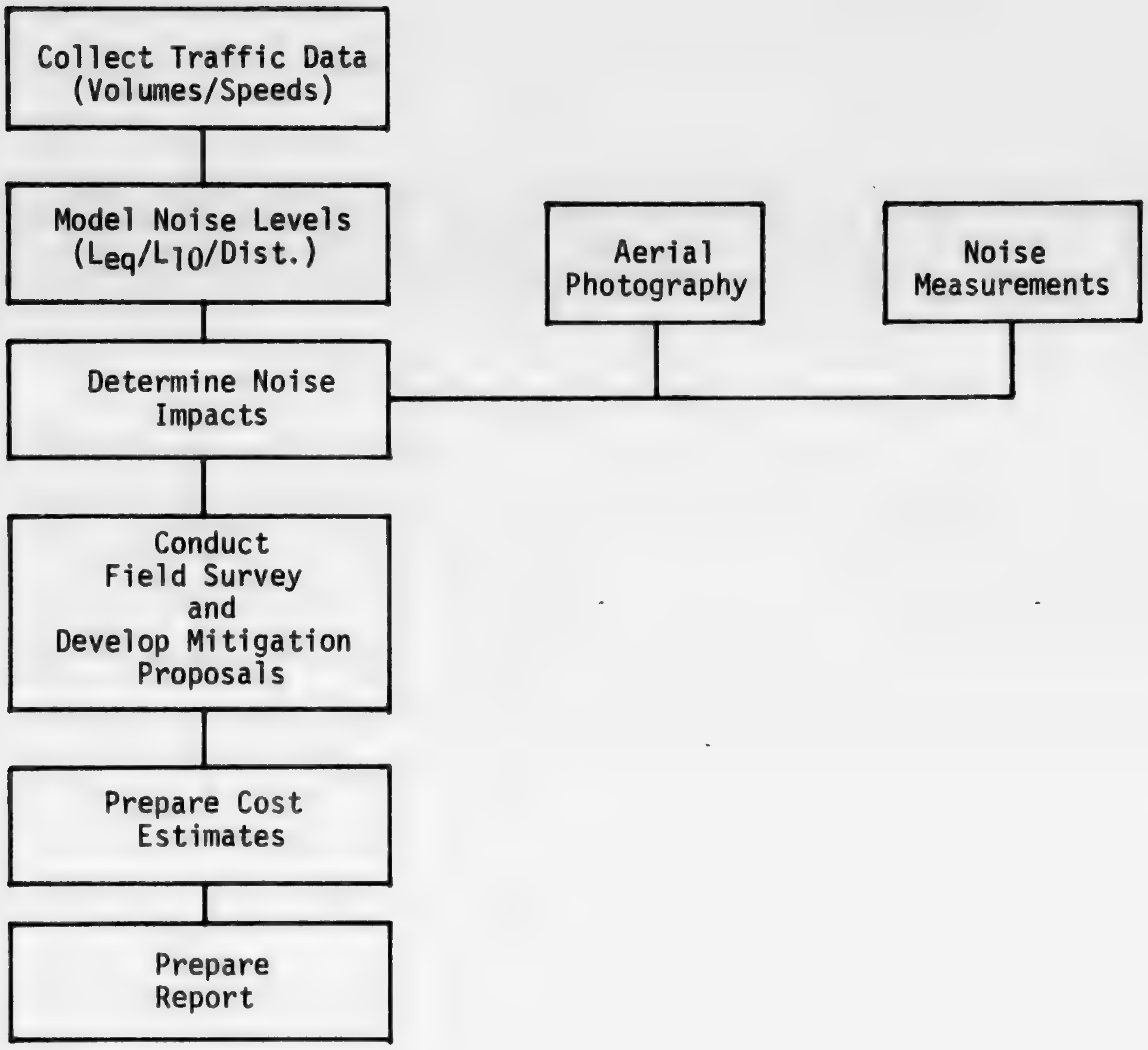
Cost estimates were prepared for three typical barrier configurations: walls along the edge of the pavement; freestanding walls removed from the pavement but within the highway right-of-way; and walls on bridge structures. Cost estimates were made for typical heights for each wall type. Earth berm costs were based on the amount of material required for each barrier and the anticipated cost of placing the material at the barrier location. The typical sound wall cost estimates are shown in Appendix D.

With the typical wall cost data, the total cost of each potential barrier was calculated and recorded. In addition, the total cost of each potential barrier was divided by the number of dwelling units which would be mitigated to determine the cost per dwelling unit.

In general, while the data presented in this report is based on established methods and consistent procedures, it is the result of a survey and should be considered approximate. A significantly more detailed study would no doubt

FIGURE 2

OREGON DEPARTMENT OF TRANSPORTATION
INTERSTATE FREEWAY NOISE INVENTORY
PROCESS


Collect Traffic Data (Volumes/Speeds)
Model Noise Levels (L_{eq}/L_{10}/Dist.)
Aerial Photography
Noise Measurements
Determine Noise Impacts
Conduct Field Survey and Develop Mitigation Proposals
Prepare Cost Estimates
Prepare Report

show that some receptors were not identified that should have been, or that potential barriers should be adjusted. However, the overall findings of the report is useful for major policy consideration. The report is not intended to determine specific receptor impacts or to serve as a standard for barrier design.

C. INVENTORY

1. Traffic Volumes and Speeds

Automobile volumes on the Interstate freeways through the state ranged from a high of 8,520 vehicles per hour on I-5 at the Washington State line to a low of 485 vehicles per hour on I-80N between Baker and Ontario. Truck volumes ranged from a high of 595 heavy trucks per hour on I-5 near the Fremont Bridge to a low of 50 per hour on the completed portion of I-205 between Lake Road and Foster Road.

Average speeds were 55 mph throughout the freeway system except on I-5 between I-405 and the Washington State line, where speeds ranged between 40 and 45 mph.

All traffic data is summarized in Appendix B.

2. Noise Levels

Noise levels measured at the right-of-way line ranged from an L_{eq} 75 dBA on I-5 to an L_{eq} 67 dBA on I-80N. These are not necessarily maximum levels since the measurements may not have occurred on a typical day or during the noisiest hour of the day. The maximum noise levels predicted by the model range from a high of L_{eq} 78 dBA on I-5 to a low of L_{eq} 70 dBA on I-80N, at the right-of-way line. These values can be compared to the FHWA design noise level of L_{eq} 67 dBA for parks, schools and residences. Any of these receptors which are located adjacent to the highway right-of-way will be impacted. Other receptors located farther from the right-of-way but within the L_{eq} 67 dBA contour distance (see Appendix B) will also be subjected to noise above the FHWA design levels.

3. Public Impact

There are over 4,000 residential dwelling units along the freeways inventoried that are subjected to noise above the FHWA design levels. In addition, there are 12 public schools, 11 parks, 1 church, 1 hospital, and 1 private camp that are similarly affected by traffic noise. Table 1 summarizes the number of impacted receptors on each freeway.

4. Potential for Mitigation and Estimated Costs

Of the 4,000 receptors subject to noise impacts, 3,500 receptors could have noise levels mitigated by construction of a wall or berm. To accomplish this mitigation, 170 miles of barrier would be required at an estimated total cost of 140 million dollars (1979). Because it traverses more populated areas, the I-5 freeway accounts for approximately 72 percent of the total number of affected receptors. The I-5 freeway also accounts for 75 percent of the total estimated cost of mitigation (see Tables 1, 2, and 3).

Figure 3 shows the number of potentially mitigatable receptors grouped according to the average cost of mitigation per dwelling unit. Figure 4 shows the total cumulative cost of mitigation versus the number of dwelling units mitigated. Figures 3 and 4 are for all freeways combined and Appendix E contains similar figures for each freeway surveyed.

There are 500 receptors that can not have noise levels reduced through the use of noise barriers due to engineering constraints.

5. Undeveloped Lands

There were 700 miles of freeway surveyed in this study, and therefore, 1,400 miles of freeway frontage. Approximately 88 percent of all the receptors subjected to traffic noise above the FHWA design levels could be mitigated by building 170 miles of barriers. This means that 1,230 frontage miles of land adjacent to freeways would remain unprotected even with all barriers constructed. Much of this land is presently undeveloped; however, residential development is occurring and can continue to occur in the future. This leads to one of the more significant conclusions of the study. In the absence of some adequate form of land use control, the number of impacted receptors could easily double or triple in a period of 10-15 years. Consequently, the benefits of a $140 million barrier construction program could be quickly erased by allowing conflicts in land use to continue to occur.

TABLE 1

OREGON DEPARTMENT OF TRANSPORTATION
INTERSTATE FREEWAY NOISE INVENTORY

NUMBER OF RECEPTORS IMPACTED BY TRAFFIC NOISE[1]

Receptor Type	Freeway				Total
	I-5	I-80N	I-105	I-205	
Residential	2940	599	115	391	4045
Schools	9	1	--	2	12
Parks & Recreation[2]	8	4	--	--	12
Churches	1	--	--	--	1
Hospitals	1	--	--	--	1

1. Number of receptors subjected to noise levels above the FHWA design noise level of L_{eq} 67 dBA.

2. One private campground included in I-5 total.

TABLE 2

OREGON DEPARTMENT OF TRANSPORTATION
INTERSTATE FREEWAY NOISE INVENTORY

TOTAL LENGTH OF BARRIER
NEEDED TO MITIGATE NOISE IMPACTS
(MILES)

Barrier Type	Freeway				**Total**
	I-5	I-80N	I-105	I-205	
Wall along Frontage Rd.	11	1	--	--	12
Wall Along Right-of-Way	33	8	--	3	44
Wall at Top of Cut	15	5	--	2	22
Wall Along Shoulder	71	11	4	6	92
Berm	3	1	--	--	4
TOTAL	133	26	4	11	174

TABLE 3

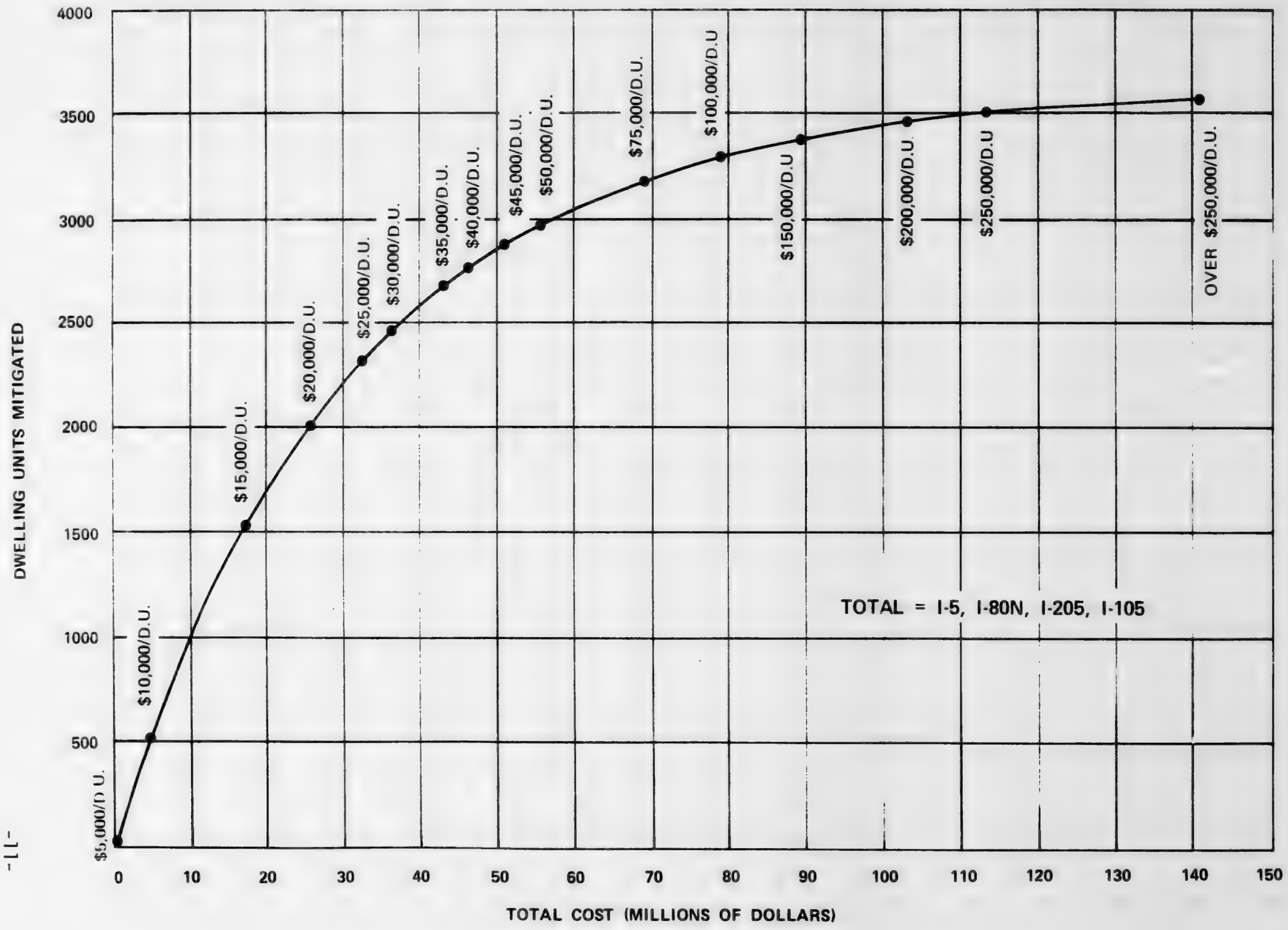
OREGON DEPARTMENT OF TRANSPORTATION
INTERSTATE FREEWAY NOISE INVENTORY

TOTAL ESTIMATED COST OF
POTENTIAL TRAFFIC NOISE MITIGATION

Freeway	I-5	I-80N	I-105	I-205	Total
Total Estimated Cost (Millions)	104	23	3	10	140

FIGURE 3

Total cost of noise mitigation - all freeways



APPENDIX A

GLOSSARY[1]

The following explanations of terms are provided to assist the reader in understanding some terms used in this report:

A-WEIGHTED SOUND LEVEL - The ear does not respond equally to frequencies, but is less efficient at low and high frequencies than it is at medium or speech range frequencies. Thus, to obtain a single number representing the sound level of a noise containing a wide range of frequencies in a manner representative of the ear's response, it is necessary to reduce, or weight, the effects of the low and high frequencies with respect to the medium frequencies. The resultant sound level is said to be A-weighted, and the units are dB. A popular method of indicating the units is the dBA. The A-weighted sound level is also called the noise level. Sound level meters have an A-weighting network for measuring A-weighted sound level.

CONTINUOUS NOISE - On-going noise, the intensity of which remains at a measurable level (which may vary) without interruption over an indefinite period or a specified period of time. Loosely, nonimpulsive noise.

DECIBELS[2] - Just as "feet" are used to measure distance, and "degrees" are used to measure temperature, "decibels" are used to measure sound intensity. The ear is responsive to sounds having a tremendous spread in intensity variation: a "strong" sound, such as a diesel truck, may produce sound energy that is 1,000,000,000 times greater than that produced by a "weak" sound such as a cricket, for example. Because of this large spread in everyday signal strengths, and because the sensitivity of the ear is more nearly logarithmic than linear in its response, it was determined long ago to express sound level on a logarithmic scale, since this can compress the large spread of intensities into a more practical numerical system. Thus, "decibels" are logarithmic units. The decibel is abbreviated to "dB". In its simplest form, a sound level in decibels is expressed by the term $10 \log (P_1/P_0)^2$.

The faint rustling of the grass or leaves in the trees or a weak whisper might produce a sound level of about 20 decibels, relative to the standard reference value of 0.0002 microbar of 2×10^5 N/m^2. Normal voice levels produce sound levels of about 60 to 70 decibels at close distance; an automobile might also produce sound levels of about 60 to 70 decibels, but at a distance of about 50 to 100 feet. A diesel truck might produce sound levels of 90 to 100 feet. A diesel truck might produce sound levels of 90 to 100 decibels near a roadway. These values are used here for illustration purposes only.

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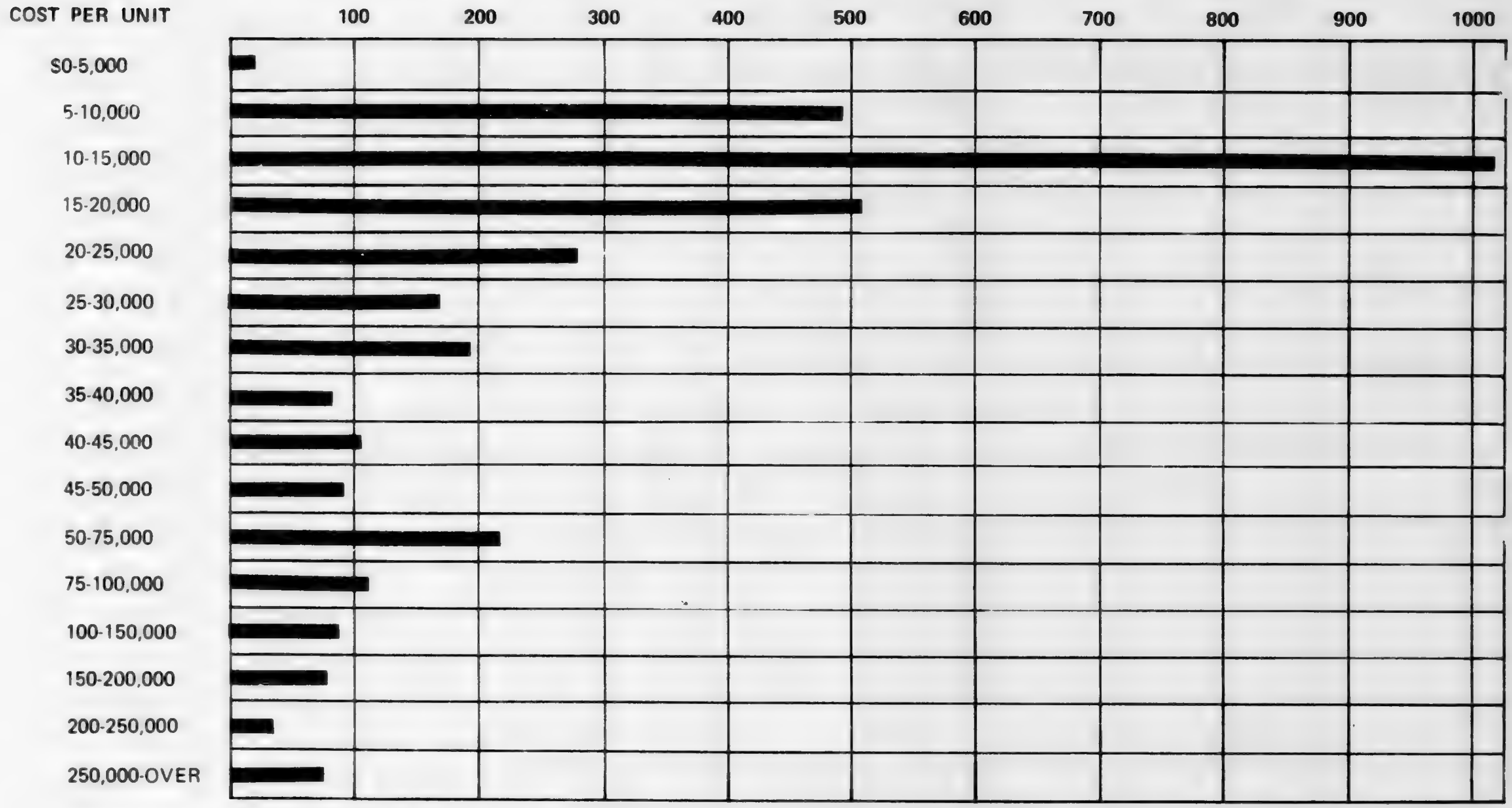
1. Except as noted, all definitions are from: Public Health and Welfare Criteria for Noise, July 27, 1973. EPA.
2. Fundamentals and Abatement of Highway Traffic Noise, June, 1973, USDOT.

FIGURE 4

Dwelling units mitigated

TOTAL = I-5, I-80N, I-205, I-105



THE ENERGY MEAN NOISE LEVEL (L_{eq}) - A measure accounting for both the duration and the magnitude of all the sound occurring during a given period is the average sound level, sometimes called the equivalent continuous noise level. It is the continuous A-level that is equivalent in terms of noise energy content to the actual fluctuating noise existing at a location over the observation period. It is also called the Energy Mean Noise Level (L_{eq}). By definition, L_{eq} is the level of the steady state continuous noise having the same energy as the actual time-varying noise. In terms of assessing the effects of noise on humans, L_{eq} is one of the most important measures of environmental noise, since there is experimental evidence that it accurately describes the onset and progression of hearing loss. There is also considerable evidence that it applies to human annoyance due to noise.

FLUCTUATING NOISE - Continuous noise whose level varies appreciable (more than ±5 dB) with time.

INTERMITTENT NOISE - Fluctuating noise whose level falls once or more times to very low or unmeasurable values during an exposure.

LEVEL - In acoustics, the level of a quantity is the logarithm of the ratio of that quantity to a reference quantity of the same kind. The base of the logarithm, the reference quantity and the kind of level must be specified.

NOISE - (1) Disturbing, harmful, or unwanted sound; (2) An erratic, intermittent or statistically random oscillation.

SOUND LEVEL (NOISE LEVEL) - The A-weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

SOUND LEVEL METER - An instrument, comprising a microphone, an amplifier, an output meter, and frequency-weighting networks, that is used for the measurement of noise and sound levels in a specified manner.

STEADY NOISE (STEADY-STATE NOISE) - Noise whose level varies negligibly within a given period of time.

APPENDIX B

INTERSTATE FREEWAY NOISE INVENTORY DOCUMENTATION

TRAFFIC DATA AND NOISE PREDICTIONS

Noise Level Prediction and Impact Identification

The Federal Highway Administration through Federal Highway Program Manual 7-7-3, has established design levels for traffic noise. The level for residences, motels, and schools is an L_{eq} of 67 dBA. This is the level used in this study.

To establish the distance, from the roadway to the L_{eq} 67 dBA noise level, the FHWA Highway Traffic Noise Prediction Nomograph technique is used. Data requirements for this technique include; traffic volumes--autos, light trucks, and heavy trucks; vehicle speed, and the type terrain--a highly absorbitive area (soft site) or highly reflective (hard site).

Traffic volume estimates were calculated for I-5, I-205, I-80N, and I-105. The traffic data was then used to predict the distance from the roadway to the L_{eq} 67 noise level. This was done for both a soft and hard site. The L_{eq} 67 dBA contours were then transferred to aerial photographs. Then, receptors experiencing noise levels of L_{eq} 67 dBA or greater were identified.

The data and results of the traffic noise analysis are documented in the attached tables.

INTERSTATE FREEWAY NOISE SURVEY

NOISE IMPACT DOCUMENTATION
DISTANCE TO L_{eq} 67 dBA NOISE LEVEL

Freeway: Pacific Highway No. 1 Interstate 5 (I-5)			Hourly Traffic Volumes			Speed	Distance to L_{eq} 67 dBA Noise Level	
Section	Mile Posts	Length (Miles)	Autos	Medium Trucks	Heavy Trucks	(mph)	Hard site (ft)	Soft Site (ft)
California State Line-North Ashland Interchange	0.00-19.10	19.1	1075	15	95	55	275	160
North Ashland Interchange-Barnett Road Interchange	19.10-27.58	8.5	1675	25	120	55	400	180
Barnett Road Interchange-Crater Lake Highway	27.58-30.29	2.7	2265	60	140	55	480	220
Crater Lake Highway-Louse Creek Interchange	30.29-61.45	31.2	1745	30	130	55	450	190
Louse Creek Interchange-Coos Bay-Roseburg Highway	61.45-119.96	58.5	1385	20	145	55	430	200
Coos Bay-Roseburg Highway-Elkton-Sutherlin Highway	119.96-136.52	16.6	1780	30	160	55	495	220
Elkton-Sutherlin Highway-Cottage Grove Interchange	136.52-174.74	38.2	1385	25	145	55	430	200
Cottage Grove Interchange-Willamette Highway Junction	174.74-188.57	13.8	2070	30	170	55	560	230
Willamette Highway Junction-Beltline Road Interchange	188.57-195.45	6.9	2600	45	200	55	610	245
Beltline Road Interchange-Albany-Junction City Hwy.	195.45-234.39	38.9	2105	30	180	55	570	230

INTERSTATE FREEWAY NOISE SURVEY

NOISE IMPACT DOCUMENTATION
DISTANCE TO L_{eq} 67 dBA NOISE LEVEL

Freeway: Pacific Highway No. 1 Interstate 5 (I-5) (cont.)			Hourly Traffic Volumes			Speed	Distance to L_{eq} 67 dBA Noise Level	
Section	Mile Posts	Length (Miles)	Autos	Medium Trucks	Heavy Trucks	(mph)	Hard Site (ft)	Soft Site (ft)
Albany-Junction City Highway-Hayesville Interchange	234.39-258.66	24.3	2600	40	205	55	610	245
Hayesville Interchange-East Portland Fwy. (1-205)	258.66-288.48	29.8	3730	70	245	55	900	270
East Portland Fwy. (I-205)-Pacific Highway West	288.48-293.82	5.3	5260	125	305	55	1150	310
Pacific Highway West-Stadium Freeway Interchange	293.82-299.56	5.7	8220	200	415	45	1000	305
Stadium Freeway Interchange-Fremont Bridge Interchange	299.56-303.47	3.9	7505	185	275	45	875	245
Fremont Bridge Interchange-Junction Pacific Hwy. East	303.47-307.46	4.0	7945	235	515	40	1010	275
Junction Pacific Hwy. East-Washington State Line	307.46-308.38	0.9	8520	160	405	40	850	250

INTERSTATE FREEWAY NOISE SURVEY

NOISE IMPACT DOCUMENTATION
DISTANCE TO L_{eq} 67 dBA NOISE LEVEL

Freeway: Eugene-Springfield Hwy. 227 (I-105)			Hourly Traffic Volumes			Speed	Distance to L_{eq} 67 dBA Noise Level	
Section	Mile Posts	Length (Miles)	Autos	Medium Trucks	Heavy Trucks	(mph)	Hard Site (ft)	Soft Site (ft)
Pacific Hwy. West- Pacific Highway 1 (I-5)	0.0-3.5	3.5	3950	80	165	55	630	260
Freeway: East Portland (I-205)								
Pacific Highway No. 1 (I-5)- Oswego Highway Interchange	0.00-8.82	8.8	2550	40	85	55	400	160
Oswego Highway Interchange- Park Place	8.82-10.24	1.4	3000	55	95	55	460	200
Park Place- Lake Road	10.24-13.58	3.3	3575	65	105	55	520	215
Lake Road- Foster Road	13.58-17.85	4.2	2400	25	50	55	340	150

INTERSTATE FREEWAY NOISE SURVEY

NOISE IMPACT DOCUMENTATION
DISTANCE TO L_{eq} 67 dBA NOISE LEVEL

Freeway: Columbia River Highway (I-80N)			Hourly Traffic Volumes			Speed	Distance to L_{eq} 67 dBA Noise Level	
Section	Mile Posts	Length (Miles)	Autos	Medium Trucks	Heavy Trucks	(mph)	Hard Site (ft)	Soft Site (ft)
East Portland Freeway (I-205)-181st Avenue	9.60-13.03	3.4	3300	60	200	55	780	250
181st Avenue-238th Avenue	13.03-15.97	2.9	2400	40	150	55	520	210
238th Avenue-Jordan Road	15.97-17.82	1.9	2075	30	115	55	450	190
Jordan Road-Multnomah Falls	17.82-31.39	13.6	1800	30	115	55	430	185
Multnomah Falls-Wyeth Interchange	31.39-50.99	19.6	1600	25	105	55	390	170
Wyeth Interchange-Rowena Interchange	50.99-76.62	25.6	1350	20	100	55	350	165
Rowena Interchange-The Dalles West City Limits	76.62-82.27	5.7	1350	20	100	55	350	165
The Dalles West City Limits-The Dalles Bridge	82.27-87.01	4.9	1175	20	95	55	290	160
The Dalles Bridge-Biggs Interchange	87.01-104.56	17.6	1075	15	90	55	270	150
Biggs Interchange-U.S. Route 730	104.56-167.95	63.4	875	10	80	55	240	140
U.S. Route 730-Umatilla-Stanfield Jct.	167.95-188.93	21.0	550	10	85	55	230	140

NOISE IMPACT DOCUMENTATION
DISTANCE TO L_{eq} 67 dBA NOISE LEVEL

Freeway: Columbia River Highway (I-80N)			Hourly Traffic Volumes			Speed	Distance to L_{eq} 67 dBA Noise Level	
Section	Mile Posts	Length (Miles)	Autos	Medium Trucks	Heavy Trucks	(mph)	Hard Site (ft)	Soft Site (ft
Umatilla-Stanfield Junction-Oregon-Washington Highway	188.93-210.96	22.0	900	15	100	55	265	160
Oregon-Washington Highway-Ukiah-Hilgard Highway	210.96-253.03	42.1	550	15	85	55	230	140
Ukiah-Hilgard Highway-LaGrande-Baker Highway	253.03-259.22	6.2	650	15	85	55	230	140
LaGrande-Baker Highway-Campbell Street (Baker)	259.22-304.13	44.9	550	10	85	55	230	140
Campbell Street (Baker)-Idaho Avenue (Ontario)	304.13-376.72	72.6	485	15	95	55	240	145
Idaho Avenue (Ontario)-Idaho State Line	376.72-378.01	1.3	790	20	100	55	260	155

APPENDIX C

OREGON DEPARTMENT OF TRANSPORTATION
INTERSTATE FREEWAY NOISE INVENTORY

MEASURED NOISE LEVELS AND COMPARISON WITH PREDICTED NOISE LEVELS

Site[1]	Dn[2] (feet)	Measured Leq (dBA)	Predicted Leq (dBA)	Hourly Volume[3]		
				Autos	MT[4]	HT[5]
1. (I-5)	50	74	74	1114	45	116
2. (1-5)	75	75	73	705	38	167
3. (I-5)	50	72	74	580	23	142
4. (I-5)	50	73	74	525	18	146
5. (I-5)	55	75	75	814	62	180
6. (I-80N)	50	71	72	505	18	153
7. (I-80N)	50	69	70	530	26	89
8. (I-80N)	50	67	69	326	9	77

1. See Figure 1 for location of measurement sites.
2. Dn = Distance to Centerline of near lane.
3. All speeds = 55 mph.
4. MT = medium trucks, two axles with six wheels.
5. HT = heavy trucks, three or more axles.
6. FHWA design noise level for Category B (residential, etc.) activities = L_{eq} 67 dBA.

APPENDIX D

OREGON DEPARTMENT OF TRANSPORTATION INTERSTATE FREEWAY NOISE INVENTORY

SOUND WALL COST ESTIMATES[1]
(1979)

Height Above Ground Level (feet)	Cost of Barrier[5] (current rates--dollars per lineal foot)		
	Shoulder[2]	Free Standing[3]	On Structures[4]
6	110	80	110
8	125	95	140
10	145	115	175
12	170	140	--
14	--	170	--
16	--	205	--

1. Source: Tom Lulay memo, 12-7-78 as revised 12-20-78.
2. Precast Concrete construction.
3. Concrete block construction.
4. Steel construction.
5. Includes 30% estimated cost for engineering and contingencies.

APPENDIX E

E.1.a. - Cummulative Estimated Cost of Mitigation--I-5

E.1.b. - Number of Mitigateable Receptors by Cost per Receptor--I-5

E.2.a. - Cummulative Estimated Cost of Mitigation--I-80N

E.2.b. - Number of Mitigateable Receptors by Cost per Receptor--I-80N

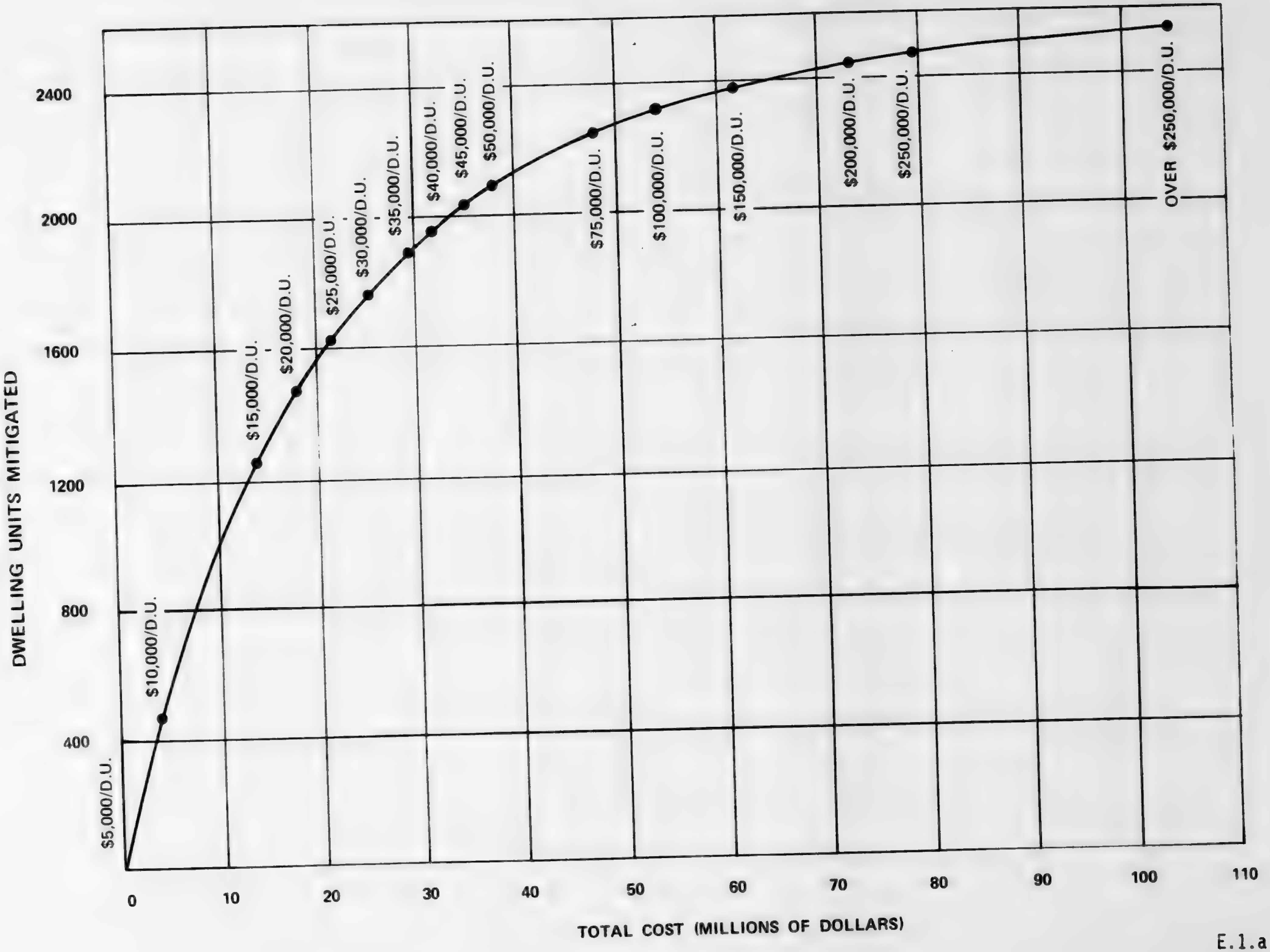
E.3.a. - Cummulative Estimated Cost of Mitigation--I-105

E.3.b. - Number of Mitigateable Receptors by Cost per Receptor--I-105

E.4.a. - Cummulative Estimated Cost of Mitigation--I-205

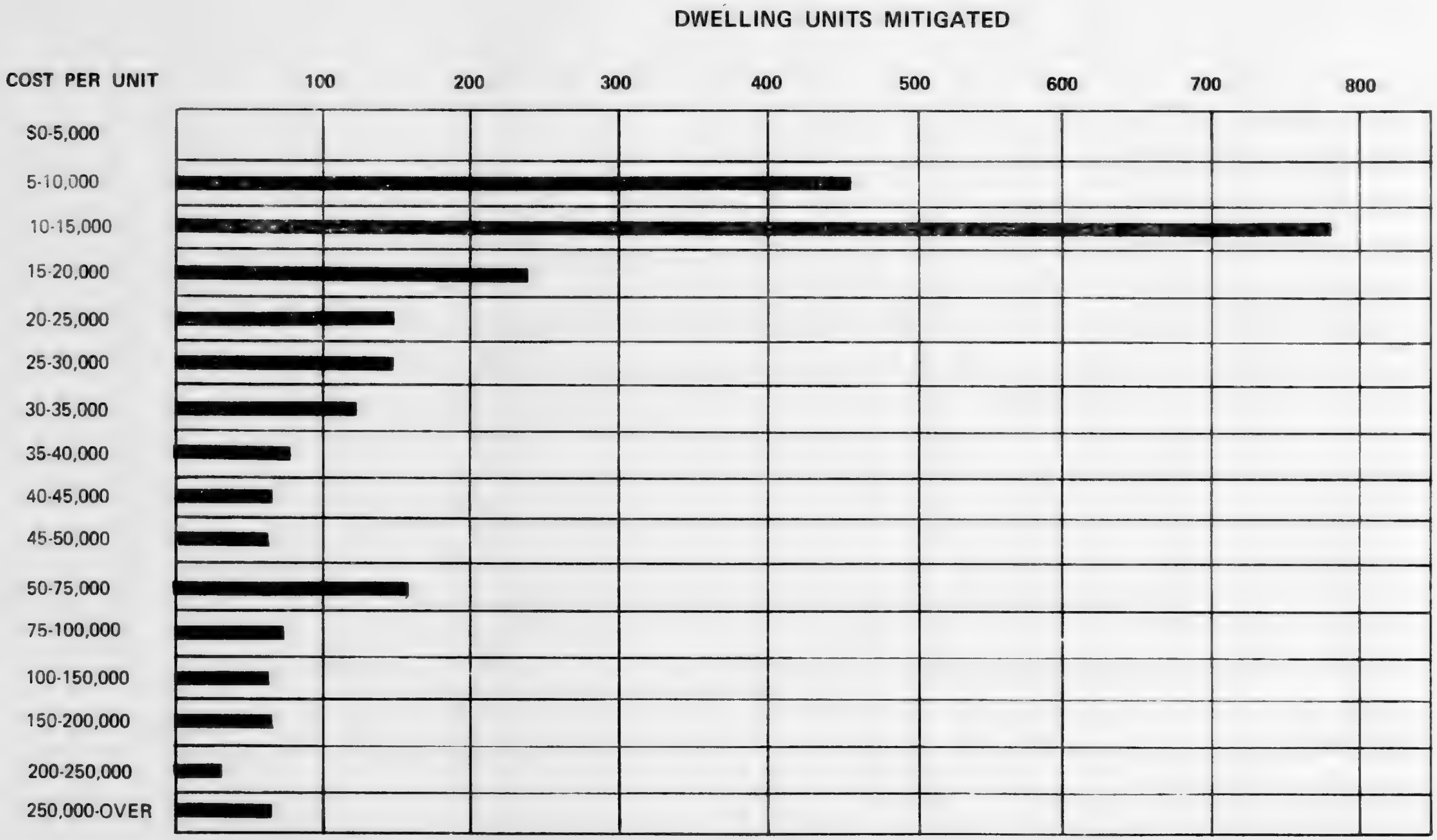
E.4.b. - Number of Mitigateable Receptors by Cost per Receptor--I-205

I-5


DWELLING UNITS MITIGATED
2400
2000
1600
1200
800
400
TOTAL COST (MILLIONS OF DOLLARS)
0
10
20
30
40
50
60
70
80
90
100
110
$5,000/D.U.
$10,000/D.U.
$15,000/D.U.
$20,000/D.U.
$25,000/D.U.
$30,000/D.U.
$35,000/D.U.
$40,000/D.U.
$45,000/D.U.
$50,000/D.U.
$75,000/D.U.
$100,000/D.U.
$150,000/D.U.
$200,000/D.U.
$250,000/D.U.
OVER $250,000/D.U.

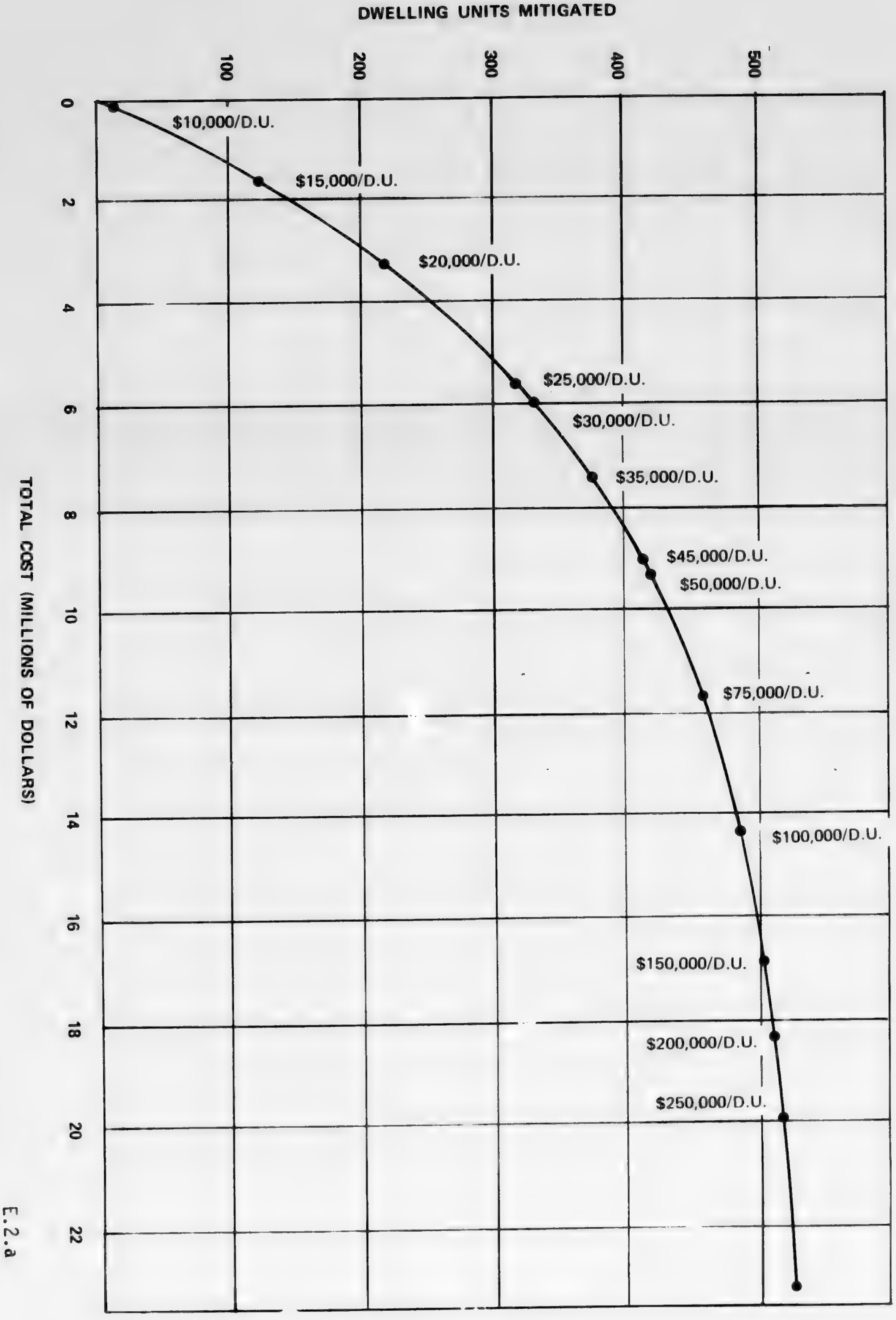
E.1.a

I-5

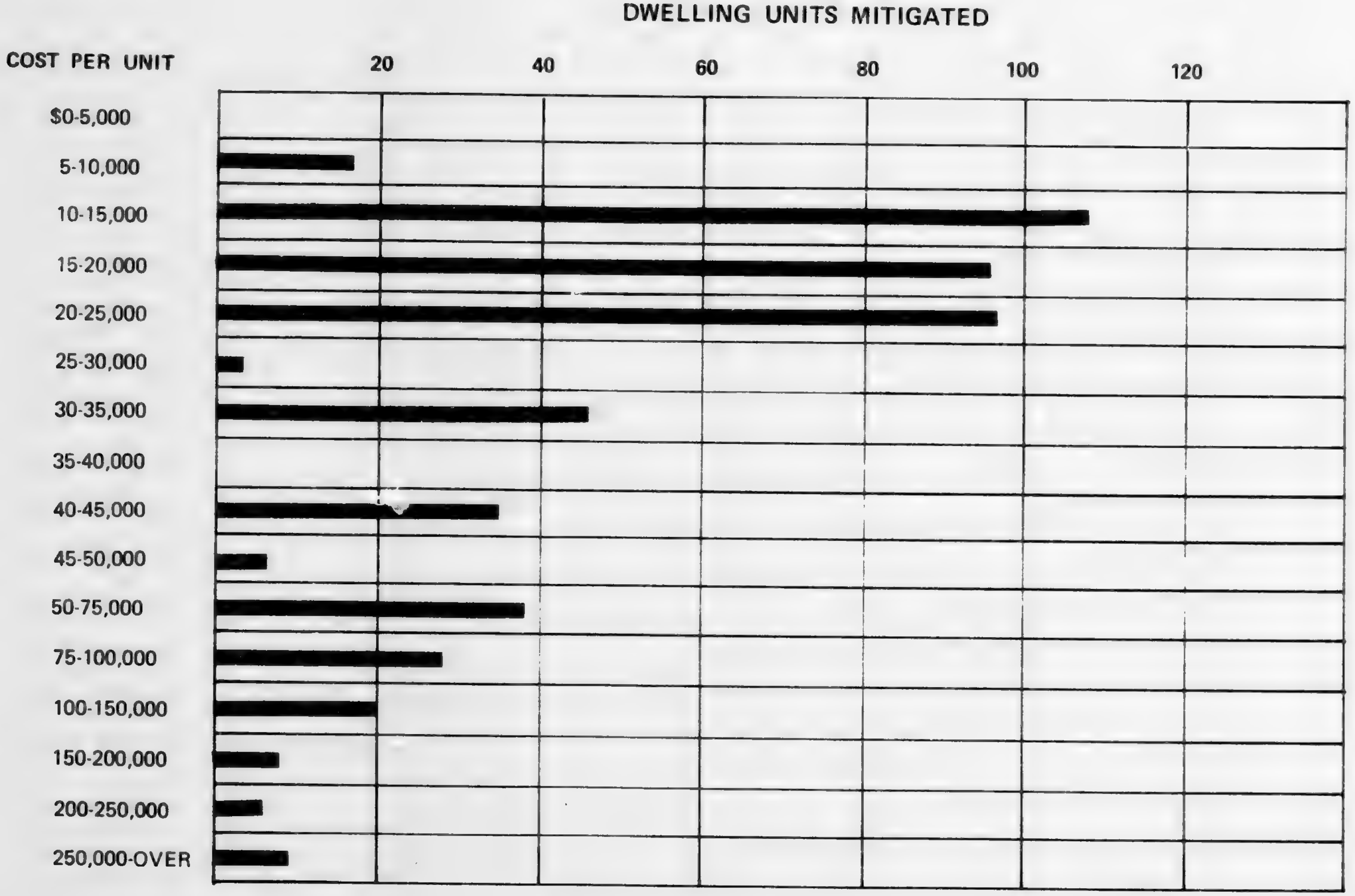

DWELLING UNITS MITIGATED
COST PER UNIT
100
200
300
400
500
600
700
800
$0-5,000
5-10,000
10-15,000
15-20,000
20-25,000
25-30,000
30-35,000
35-40,000
40-45,000
45-50,000
50-75,000
75-100,000
100-150,000
150-200,000
200-250,000
250,000-OVER

E.1.b

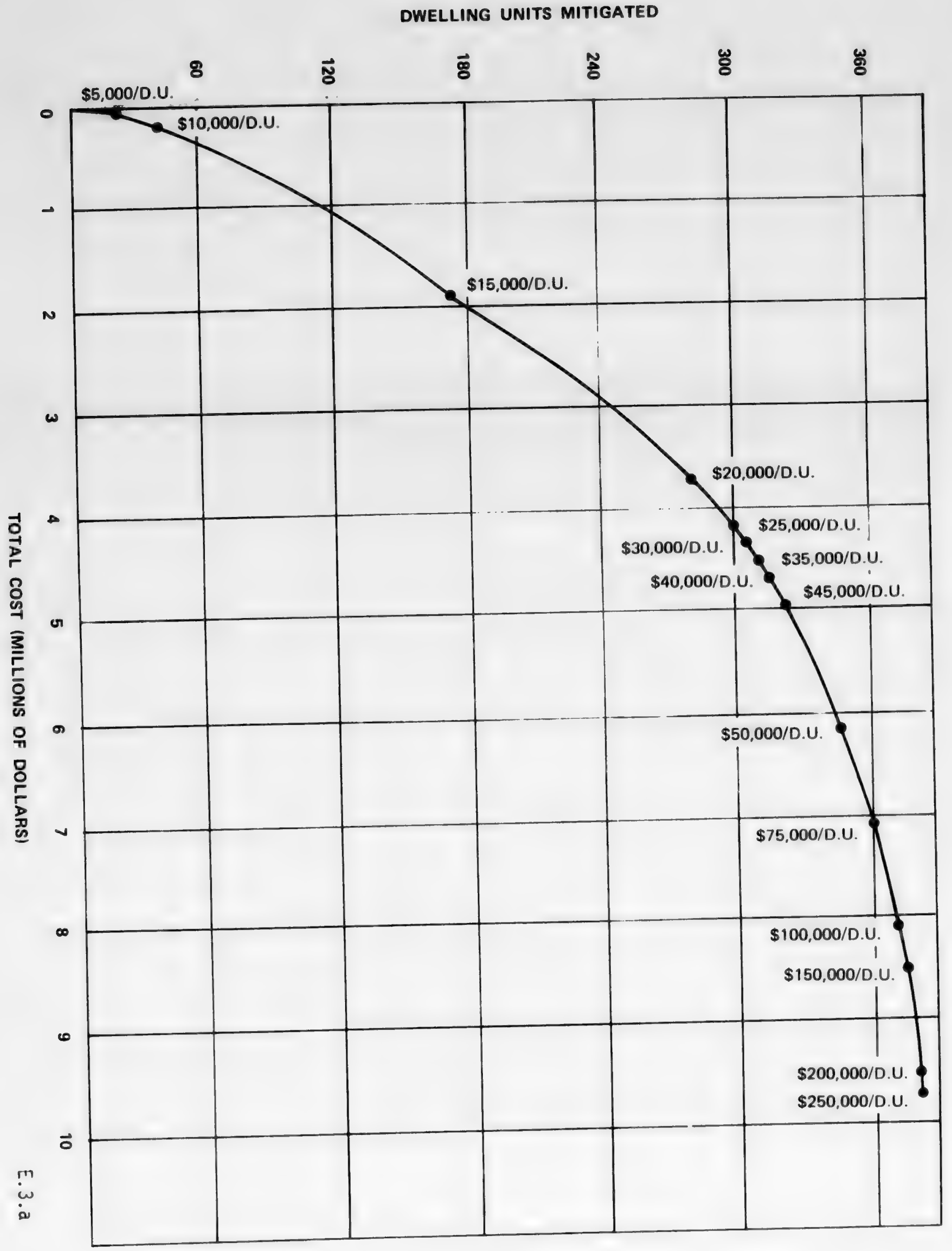
I-80N


DWELLING UNITS MITIGATED
100
200
300
400
500
TOTAL COST (MILLIONS OF DOLLARS)
0
2
4
6
8
10
12
14
16
18
20
22
$10,000/D.U.
$15,000/D.U.
$20,000/D.U.
$25,000/D.U.
$30,000/D.U.
$35,000/D.U.
$45,000/D.U.
$50,000/D.U.
$75,000/D.U.
$100,000/D.U.
$150,000/D.U.
$200,000/D.U.
$250,000/D.U.

I-80N

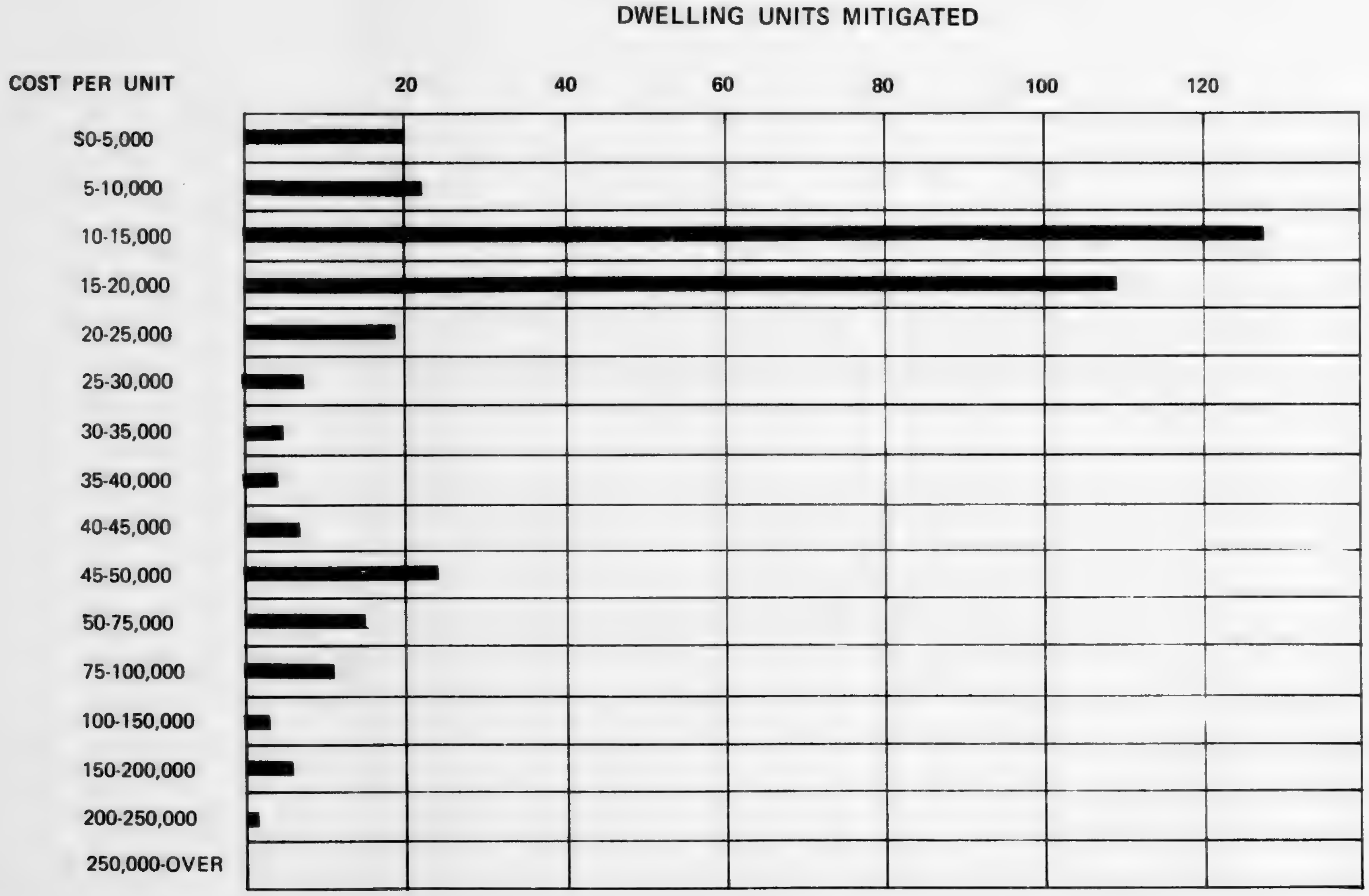

DWELLING UNITS MITIGATED
COST PER UNIT
20
40
60
80
100
120
$0-5,000
5-10,000
10-15,000
15-20,000
20-25,000
25-30,000
30-35,000
35-40,000
40-45,000
45-50,000
50-75,000
75-100,000
100-150,000
150-200,000
200-250,000
250,000-OVER

I-205


DWELLING UNITS MITIGATED
60
120
180
240
300
360
TOTAL COST (MILLIONS OF DOLLARS)
0
1
2
3
4
5
6
7
8
9
10
$5,000/D.U.
$10,000/D.U.
$15,000/D.U.
$20,000/D.U.
$25,000/D.U.
$30,000/D.U.
$35,000/D.U.
$40,000/D.U.
$45,000/D.U.
$50,000/D.U.
$75,000/D.U.
$100,000/D.U.
$150,000/D.U.
$200,000/D.U.
$250,000/D.U.

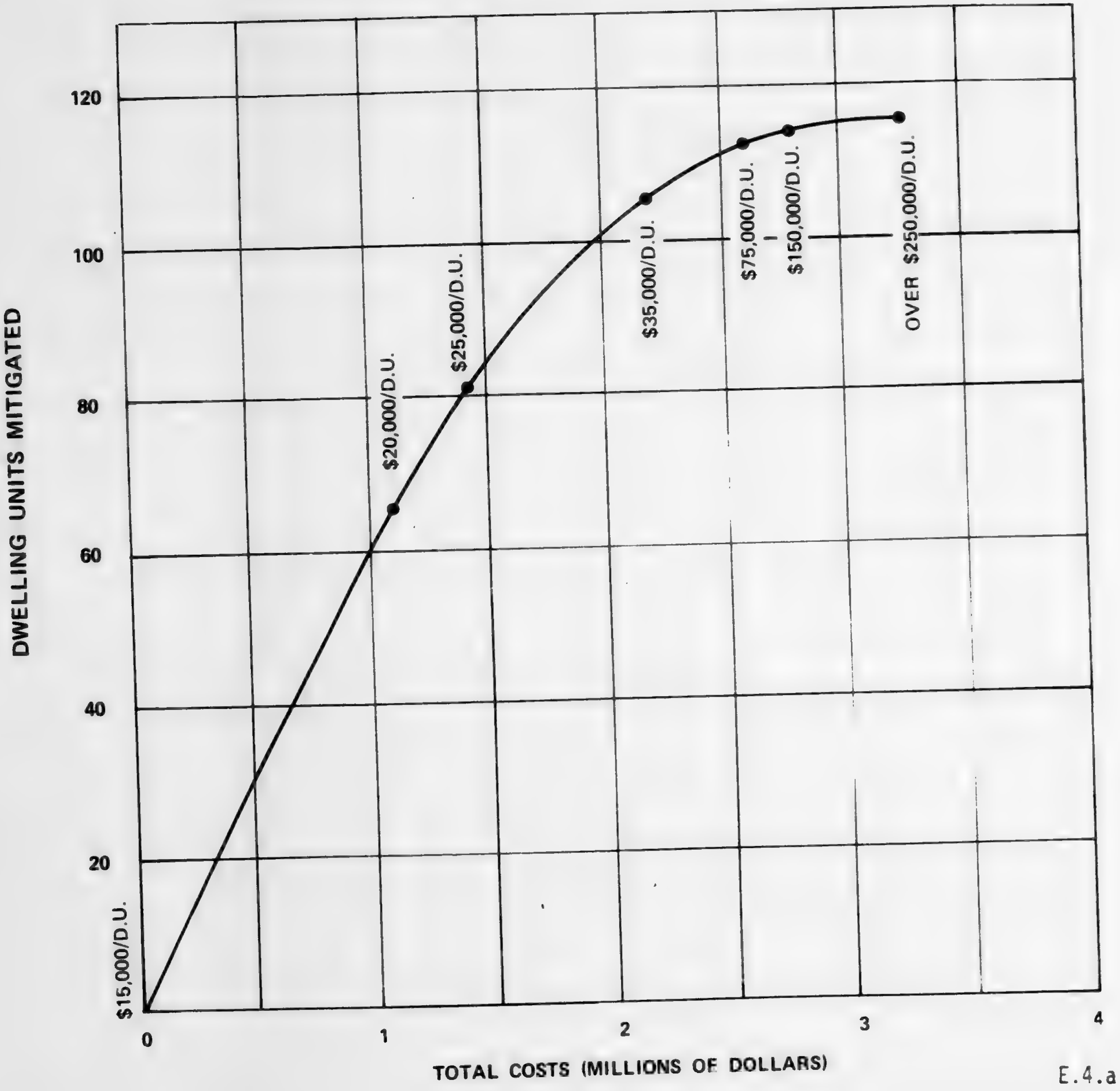
E.3.a

I-205


DWELLING UNITS MITIGATED
COST PER UNIT
20
40
60
80
100
120
$0-5,000
5-10,000
10-15,000
15-20,000
20-25,000
25-30,000
30-35,000
35-40,000
40-45,000
45-50,000
50-75,000
75-100,000
100-150,000
150-200,000
200-250,000
250,000-OVER

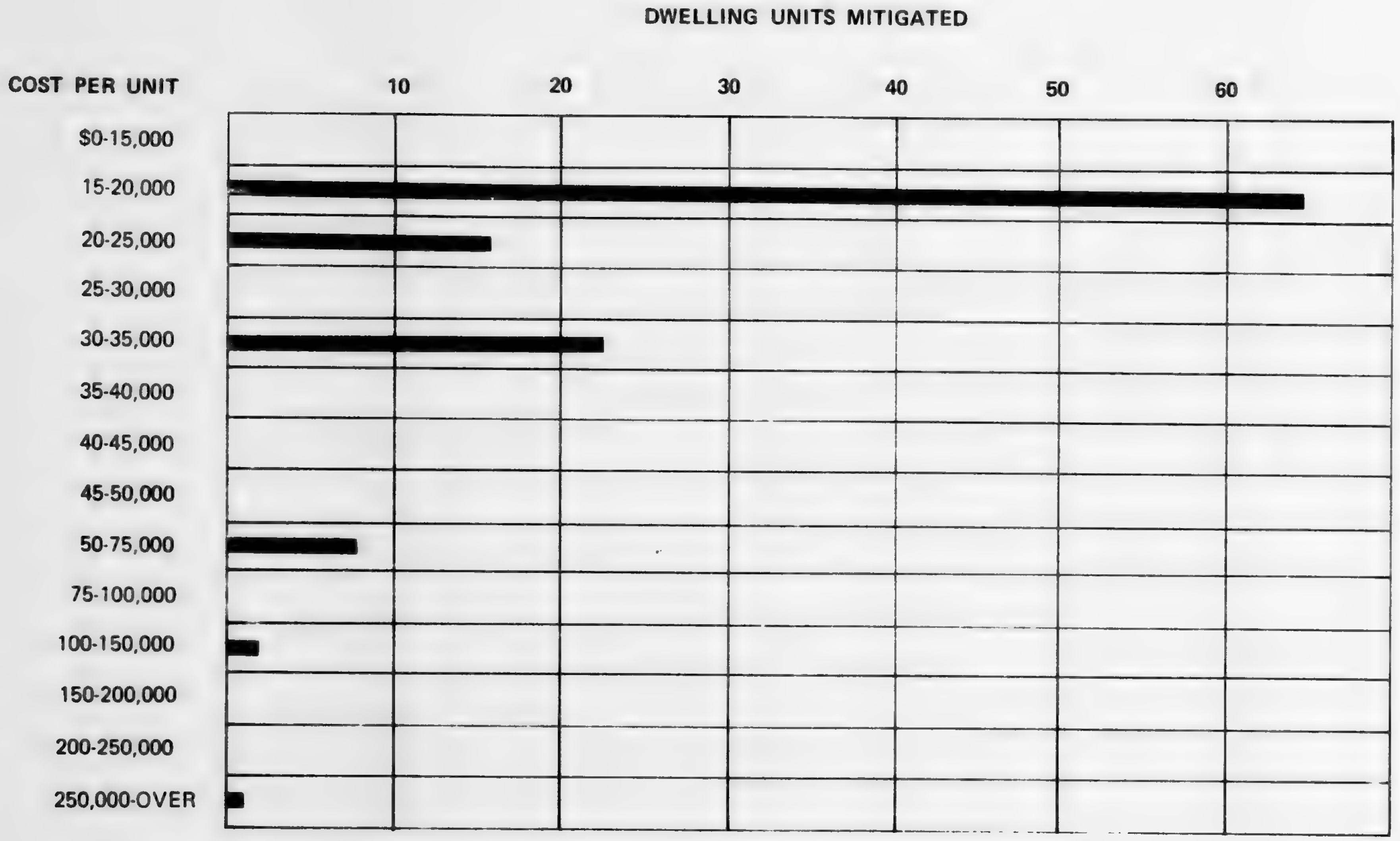
E.3.b

I-105


DWELLING UNITS MITIGATED
120
100
80
60
40
20
0
1
2
3
4
TOTAL COSTS (MILLIONS OF DOLLARS)
$15,000/D.U.
$20,000/D.U.
$25,000/D.U.
$35,000/D.U.
$75,000/D.U.
$150,000/D.U.
OVER $250,000/D.U.

E.4.a

I-105


DWELLING UNITS MITIGATED
COST PER UNIT
10
20
30
40
50
60
$0-15,000
15-20,000
20-25,000
25-30,000
30-35,000
35-40,000
40-45,000
45-50,000
50-75,000
75-100,000
100-150,000
150-200,000
200-250,000
250,000-OVER

GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 8, 1979

TO: Oregon Transportation Commission

FROM: L. W. Rulien, Assistant Director
Policy and Program Development

SUBJECT: Traffic Noise

AGENDA
MAR 27 1979

In your October 24, 1978, Commission meeting we discussed problems relating to traffic noise on adjacent properties. Residents living adjacent to the interstate freeway system in Portland had registered complaints concerning noise and had asked the Department to do something about it. During the discussion it was determined that the Department should complete an inventory of noise levels adjacent to our freeway system and estimate the costs involved in mitigating the noise so that an appropriate policy could be developed.

We have now completed the inventory and cost estimates and attached is a report entitled "Interstate Freeway Noise Inventory".

We have also reviewed and revised the suggested draft of a noise mitigation policy. The suggested policy is also attached for your consideration.

It is anticipated that a delegation from the Portland area will be present at the March meeting to voice their concerns. We anticipate making a brief presentation to you of the technical information and findings in the noise inventory.

Attachments

LWR:jh
bc: F. B. Klaboe
George Bell
H. S. Coulter
E. S. Hunter
C. W. Head
J. H. Versteeg
Gary Potter

CITIZENS of MT. SCOTT

8715 S.E. 91st Avenue • Portland, Oregon 97266

Harold Juedes, Chairman
(503) 771-6925

John Groenlund, Co-Chairman
(503) 775-0896

Don Kent, Co-Chairman
(503) 777-2904

[illegible] to
ESC 3/27/77
by Jeff [illegible]

NOTED
F. B. KLABOE

WE, THE UNDERSIGNED WHO ARE THE CITIZENS OF MT. SCOTT, DO HEREBY PETITION THE STATE OF OREGON, STATE HIGHWAY DEPARTMENT TO CONSTRUCT AN EXTENSIVE EARTH BERM OR WALL ON THE EAST SIDE OF THE I-205 FREEWAY TO SHIELD OUR NEIGHBORHOOD FROM THE EXCESSIVE NOISE LEVELS GENERATED BY THE FREEWAY TRAFFIC.

NAME	ADDRESS
1. Harold F. Juedes	8715 S.E. 91-St ave-97266
2. Eleta L. Juedes	8715 S.E. 91 Ave.
3. Donald D Kent	8725 SE 91st
4. Gladys I Kent	8725 SE 91st
5. [illegible]	[illegible]
6. [illegible] Groenlund	[illegible] S.E. 91st Ave.
7. [illegible]	[illegible] S.E. 91st Ave
8. Joe Nagorski	8716 S E 91st AVE
9. John T McCormick	8720 S.E 91st St
10 Ann M McCormick	8720 S.E. 91st
11. Mary J Anderson	8731 S.E 91st
12. [illegible] M. Davidson	8835 S.E. 91st Ave.
13. Paul Davidson	8835 S.E. 91st
14. Ed Strader	8863 S.E. 91st
15. Beverly J. Strader	8863 S.E. 91st –
16. [illegible]	8819 SE 91st.
17. Carol Sue Davidson	8136 SE 91st
18. Arline Light	8852 S E 91st
19. [illegible]	8779 S E 91

For a Better Environment!

STATE OF OREGON **INTEROFFICE MEMO**

TO: F. B. KLABOE
Chief of Operations

DATE: May 25, 1977

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: I-205 noise attenuation
Foster/Causey Section

Pres[illegible] [illegible] 177 [illegible] Staff Bd.

NOTED
F. B. KLABOE

Residents along the subject section of I-205 have formed an organization to obtain attenuation from noise created by the newly constructed freeway. The group, Mt. Scott citizens, circulated petitions and requested attenuation for the noise generated by I-205.

A field review has been made to study the existing and projected noise, and to design attenuation to address the noise between Southeast 92nd Avenue and Southeast Lester Street.

Current noise levels in the subject area are above the L_{10}70 dBA--the standard acceptable level.

Although the existing levels are near the standard, it is likely the neighborhood experienced L_{10}55 dBA noise levels prior to the freeway's construction, and are, therefore, experiencing noise in excess of 150 per cent greater than prior to its opening.

The area involved is the first section of housing on the subject project that is out of a major cut section. The area immediately south of the area is in a substantial cut. The area immediately north of the section is in an industrial area. The cost of attenuation has been estimated by the design section at $550,000, including engineering and contingencies.

Documentation of the citizens' concerns, the noise study report, and the design report are attached.

It is recommended that a project be programmed to immediately address attenuation of the noise on the I-205 project from Southeast 92nd Avenue to Southeast Lester Street on the eastside of the freeway.

It is further recommended that a study of the entire Foster/Causey section be made to determine if there are any other locations which should be attenuated in anticipation of the 1996 traffic projections. This work should be accomplished while it can be programmed under the current section of I-205.

All of the I-205 project north of this section will be attenuated for noise.

ebg

attachments

cc: H. S. Coulter
G. A. Potter
J. H. Versteeg

7147

PRECISION
PHOTOGRAPHICS

Russ Keller
15070 SE El Camino Way
Milwaukie, OR 97222
Phone 654-9083

Date shot: March 7, 1979
Location: I 205 near S.E. 91st
Portland, Oregon
Camera: Nikon F2
Lenses: 28mm Nikkor
105mm Nikkor
Film: Kodak [illegible]
Photographer: Russ Keller

INVESTIGATIVE • COMMERCIAL • PORTRAIT

Photograph #1

View west to I 205 from second level deck at 8725 S.E. 91st.

Photograph #2

View west from deck of residence
located at S.E.Velma & S.E. 91st,
overlooking I 205.

Photograph #3

View east from west shoulder of I205 Northbound, looking toward vicinity of S.E. 91st and S.E. Velma.

Photograph #4

View east from west shoulder
of I 205 Northbould, looking
at residences on S.E. 91st
and S.E. Velma.

Photograph #5

View north from Otty Rd. overpass
across I 205, in S.E. Portland.

9147

2

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO
DEPT.

238-8226
TELEPHONE

TO: F. B. Klaboe
Chief of Operations

DATE: December 18, 1978

FROM: R. N. Bothman
Administrator Bothman

SUBJECT: Noise Complaint - I-205 at 92nd Avenue

I have been contacted by Don Kent representing the Mt. Scott Neighborhood Association who has resurrected their complaint of noise along I-205 at 92nd Avenue in Portland.

They have gone to both TV and news media via Channel 2 and the Oregonian.

Rod Patterson of the Oregonian will be doing a series of feature stories on noise along highways.

Undoubtedly, someone will be in contact with you.

ke

RECEIVED
DOT OPERATIONS
DEC 19 '78
REFER TO
FOR

9147

1.

1859

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

August 10, 1978 Telephone 238-8226

Mr. Harold Juedes
8715 Southeast 91st Avenue
Portland, OR 97266

Subject: Noise Report on I-205 (91st Avenue near Southeast Lester Avenue)

Attached is the noise report you requested by phone covering the section of I-205 along 91st Avenue near Southeast Lester Avenue.

As I have advised you, the Department has followed up the study with preliminary design work to develop a berm to provide mitigation of the noise from the freeway.

Due to the commitment of available funds for projects in our current program and a lack of definite policy relative to the noise mitigation on existing sections of roadway, construction is not scheduled at this time.

I have contacted our regional engineer responsible for maintenance and requested that he tackle the blackberry problem on the freeway right-of-way adjacent to your home at 8715 Southeast 91st Avenue.

Robert Bothman

R. N. Bothman
Administrator

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Attachment

RECEIVED
DOT OPERATIONS
AUG 1 '78
REFER TO
FOR

Form 734-3122

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS CONTRACT NUMBER
INDEX NONE

INDEXING BEGINS WITH : #9121 (1980) ENDS WITH #9147 (1980) (TO BE CONTINUED ON REEL #219)

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	218	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 26th DAY OF July 1991 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Karen L. Roth

SIGNATURE OF CAMERA OPERATOR

731-0299 (4-90)